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The Hongkong Telegraph

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WHITEAWAY'S

ROYAL AIR FORCE LAYS GREAT SERIES OF NEW MINE-FIELDS

LONGEST (and shortest) LONDON RAIDS OCCUR ON ONE DAY

Special to the "Telegraph"
LONDON has at least seven air raid alarms during yesterday.

By 10 p.m., at least 46 German planes had been brought down.

When the alarm was sounded at 3.13 p.m., it was the 100th occasion since the outbreak of war that London citizens had been warned to go to their shelters.

By a coincidence, says "Reuter", London also experienced the longest and shortest raids of the war during the day.

The all-night raid, which lasted six minutes under ten hours, was the longest. A ten-minute raid during the morning was the shortest.

The seventh alarm of the day was sounded at 4.13 p.m., and the all clear was given at 5.55 p.m.

Shell on Abbey
During one of the morning raids an unexploded anti-aircraft shell fell on the lawn of Westminster Abbey. For a while, until investigation was made, it was thought that the shell was a bomb. The shell was removed to safety and no damage was done to the Abbey.

Only sparse reports of the latest raids have been received from London. But Berlin reports that the Luftwaffe shot down 172 damage balloons in the course of the day.

Many of these balloons, says DNB, were shot down over the continent, to where they had been carried after they had been torn away from their moorings in England by yesterday's strong gales.

DNB claims that numerous new fires are raging in London.

Balloons Over Sweden
Stockholm confirms that a large number of the barrage balloons have gone astray as a result of the heavy gales of the last 48 hours.

Some fifty of these balloons have been sighted over Sweden. Trailing wires have caused considerable damage, disrupting railways and tram services, smashing windows, telephone and light services.

Swedish planes have had to go up in order to shoot down the drifting balloons.

300 Raiders Take Part
Further accounts from "Reuter's" correspondents regarding yesterday's air battles indicate that a great force of raiders, numbering about 300, crossed the southern coast early in the afternoon.

Several formations of German twin-engined bombers were guarded by over 200 fighters. The raiders crossed the coast in an endless stream for a quarter of an hour, flying at over 20,000 feet.

In a short time miles of sky were covered with white streaks from exhaust fumes.

Later these streaks became inextricably weaved as the Germans were engaged by British fighters.



TANK ARMY

Britain is building a great tank army to defend herself against invasion. Here is one of the newest tanks on manoeuvres.

Italian Advance Into Egypt Analysed They've Started, Now They Can't Stop

LONDON, Sept. 18 (Reuter).—Although the Italian advance into Egyptian territory hitherto amounts to only about 60 miles, the attackers are permitted to go on for the simple reason that they cannot halt, writes "Reuter's" military correspondent.

At Sollum, there is only a small harbour through which supplies cannot be obtained even if the Italian Navy is able to ensure them.

Sidi Barrani, now an advanced post of the enemy, was previously lightly held by British mechanised forces amounting to about one company.

British Strategy
General Sir Archibald Wavell, the British Commander-in-Chief, never had any intention of resisting the Italian advance in that neighbourhood.

The British policy was one of elastic defence and aimed at inducing the Italian Army in Libya to put its head—like a tortoise—out of its shell and then hit the head.

Hitherto all reports confirm that the Italians have been given nothing to attack but the situation now becomes more active as from Sidi Barrani onwards a metalled road will be available.

Conscripting Allies

Legislation Soon

LONDON, Sept. 18 (Reuter).—Mr. Clement Attlee, the Lord Privy Seal, intimated during the course of questions in the House of Commons to-day, that the British Government intended to submit to Parliament, in due course, legislation to confer the necessary authority upon the Allied Governments in Britain to call upon their nationals for military service in accordance with their own existing national laws, but in conformity with the uniform arrangements for employment of all Allied manpower on war service.

Mr. Attlee explained that until this legislation was passed, the position was that the Allied Governments had the right to call upon their nationals in Britain for military service, but British courts and authorities had no power to assist these governments in enforcing these obligations upon Allied nations who might be unwilling to respond.

NAZIS BOAST OF BRUTALITY

Indiscriminate Bombing

LONDON, Sept. 18 (Reuter).—The German official news agency, which earlier to-day claimed that bombs were dropped last night on "targets of military importance," does not now try to hide Germany's deliberate bombing of civilians.

This agency now claims that the "Luftwaffe" has destroyed the entire residential districts of Eastern London.

Commons In Secret

LONDON, Sept. 18 (Reuter).—The House of Commons had another secret session to-day.

Dastardly, Deliberate Attack on Mission

LONDON, Sept. 18 (Reuter).—"Dastardly and deliberate" was the description applied by Mr. R. A. Butler, Under-Secretary for Foreign Affairs, in the House of Commons to-day when asked for information on the attack by two Italian aircraft on a Mission station at Doro, in the Sudan, on August 23.

Mr. Butler declared that at least 50 bombs were dropped and machine-guns were also used.

Of the Mission staff of five, two were killed and two were wounded. They were all Americans.

In addition, a native girl and two boys were wounded.

Isolated Station
The Mission station, said Mr. Butler, was isolated and far from any military objective. Its location was well-known to the Italians whose attack was clearly deliberate, as shown by the fact that the Italian commander at Kismayu had sent a message earlier in August to the missionaries at Doro to report to him with passports.

A reply to this message was under consideration by the missionaries when they were shot down in cold blood.

Asked if the matter was brought to the attention of the American Government, Mr. Butler said he had no doubt that the American Government had observed this "dastardly attack."

More U.S. Warships Are Handed Over

LONDON, Sept. 18 (Reuter).—The second batch of over-age destroyers for Britain has arrived at a port on the east coast of Canada.

These destroyers will be turned over to the Royal Navy immediately.

IMPORTS TO SPAIN

British Agreement

LONDON, Sept. 18 (Reuter).—It is learned that an agreement has been reached between the British and Spanish Governments regarding the amount of imports of oil into Spain.

It is officially regarded as satisfactory to both sides.

Further steps to tighten the blockade were announced to-day.

Shipping Black List

The black list of shipowners is in future to contain a list of their ships which will not be granted facilities in British ports nor ships' navicerts.

The new discrimination list will include the names of ships which have committed blockade offences and are considered to be potential blockade runners to whom Britain is not prepared to grant any facilities.

This is to enable neutral traders and exporters to know which ships not to use.

NAZI PLAN FOR INVASION RECEIVES FRESH UPSET: MORE BARGES BLASTED

Special to the "Telegraph"

ROYAL AIR FORCE bombers continued to attack invasion barges and Nazi shipping concentrations along the coasts of France, Belgium and the Netherlands yesterday.

Germany itself was also raided.

At least two German supply ships were sunk at Cherbourg. Other shipping and military stores were damaged.

Daylight attacks were carried out on the port of Ostend, shipping off Zeebrugge, a convoy of barges off the Dutch coast and the aerodrome at Ijmuiden, says a "United Press" message.

FROM NORWAY TO BISCAY

In addition to these attacks on the Nazi concentrations, the R.A.F. has, in the past few weeks, laid an entirely new mine-field off the coast of Europe.

Beginning in enemy-occupied harbours and territorial waters in Norway, the new mine-field stretches to the Bay of Biscay.

Over 30 great mine-fields have been laid in this manner, says "United Press."

It is known that hundreds of thousands of tons of enemy shipping have been destroyed through contact with the mines, many of which are laid within stone-throw of the quays in some of the enemy-occupied harbours.

"United Press" quotes the authoritative New York Journal "Iron Age" as reporting the receipt of reliable information from Germany, to the effect that some German steel plants have been severely damaged by bombs.

A late communique issued by the Air Ministry in London states that aircraft of the bomber command have launched heavy and sustained attacks on the ports of Hamburg, Antwerp, Terneuzen, Flushing, Zeebrugge, Dunkirk, Calais and Boulogne.

Exports To S. America

Commons Query

LONDON, Sept. 18 (Reuter).—The question of export of wire products to South America was raised in the House of Commons to-day.

Colonel Baldwin Webb asked the Secretary of the Department of Overseas Trade whether his attention had been called to the fact that orders of wire netting from South America were being lost to this country owing to the present temporary embargo on export of such material, and that further difficulties were being created by the fact that German manufacturers were guaranteeing delivery of such materials to South America by autumn this year.

Action To Preserve Trade

Colonel Webb asked whether the Secretary for Overseas Trade would take steps to make the true position known in South America and so preserve this trade for Britain.

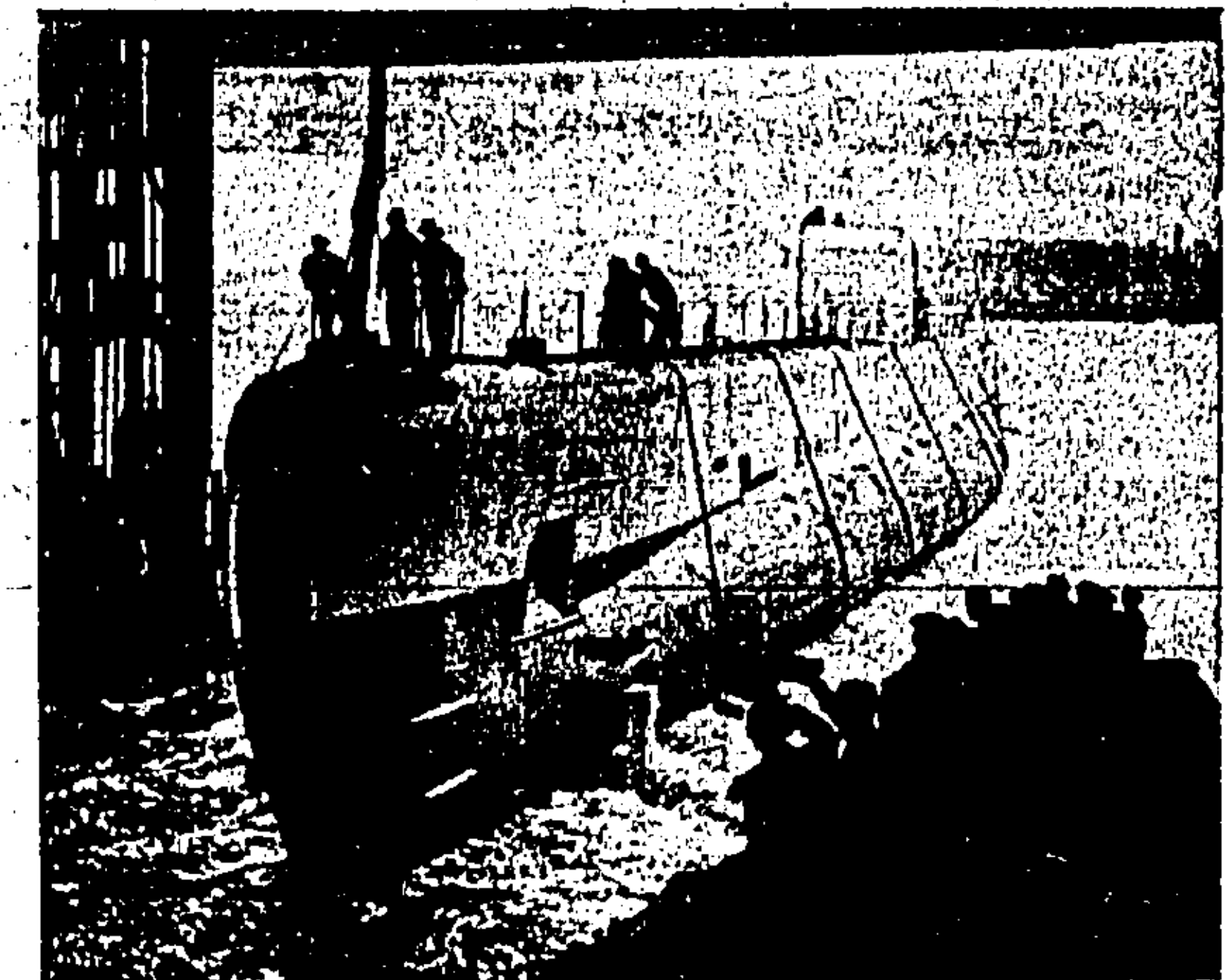
Mr. Harcourt Johnstone, the Secretary, replied that concentration on the nation's war effort during the inevitable curtailment of exports of wire products, but it was hoped that in the near future the position in this respect would become easier.

It has been informed that offers for delivery in October have been made by Germany, but it seems hard to believe that such offers can, in the light of circumstances, be taken seriously. Nonetheless, action is constantly being taken to keep before the notice of South American purchasers the ability of this country to manufacture and deliver a very wide range of their normal requirements.

East Africa's First Coffee Planter Dies

NAIROBI, Sept. 18 (Reuter).—The man who planted the first coffee in East Africa died to-day.

He was John Patterson, a pioneer and missionary. He brought coffee seed from Aden 45 years ago.



H.M.S. Narwhal's Launching

Minelayer Submarine Lost, Admiralty Fears

LONDON, Sept. 19 (UP).—The Admiralty announces that the 1,520-ton mine-laying submarine Narwhal is considerably overdue and must be considered lost.

The Narwhal was a sister submarine of Grampus and Rorqual, well-known in Hong-kong before the war. They were known as "Porpoise" class ships and were considered one of the most successful classes of submarines.

Built by Vickers-Armstrong in 1935-36, Narwhal was commissioned in March 1936. She cost £348,385, and is the 17th British submarine lost during the war.

The July, 1939 Navy List shows that her complement then included the following: Lieut. Comdr. H. R. Conway, Lieut. C. S. Green and A. W. Langridge, Lieut. (E) J. E. Ackery, Sub. Lieut. H. R. Twynham. It is possible that there have been some changes since the outbreak of war.

LATEST

Record Production Of Munitions

LONDON, Sept. 18 (Reuter).—It will not be long before trainees will be passing out from Government training centres for munition production at the rate of 250,000 to 300,000 a year, said Mr. Ernest Bevin, the Minister of Labour, speaking in London to-day.

Saying that the present long hours of work were to be regarded as a spur as it was impossible to "keep them up," Mr. Bevin said the work people's achievement in intensifying the output by working long hours would stand out as one of the most wonderful in Britain's industrial history.

See Back Page For
Further Late News

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The Hongkong Telegraph Tenth Annual Amateur Photographic Competition

SEND IN YOUR ENTRIES NOW
Competition closes at 5 p.m. on September 30

Two Silver Trophies Awarded by ILFORD LTD.

For the best and second-best entries
Four Silver Trophies Awarded by EASTMAN KODAK CO.

First Prizes in each of the four Sections.
\$250 CASH PRIZES \$250

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General Pictorial: Land and Seascapes; Architecture: Street Scenes, etc.
1st. Silver Cup. 2nd. \$30.
3rd. \$20. 4th. \$12.50.

SECTION TWO

Portraits: Informal Close-ups: Human Studies.
1st. Silver Cup. 2nd. \$30.
3rd. \$20. 4th. \$12.50.

SECTION THREE

Still Life and Table Top Studies.
1st. Silver Cup. 2nd. \$30.
3rd. \$20. 4th. \$12.50.

SECTION FOUR

(Craftsmen's Section)
The whole of the work entailed in the production of every entry must have been done by the competitors who will be required to make a declaration to this effect. Each entry must have pasted on the back a special entry form obtainable on application from The Hongkong Telegraph or from the Hon. Secretary, Hongkong Photographic Society. Subjects at the discretion of competitors.

1st. Silver Cup. 2nd. \$30.
3rd. \$20. 4th. \$12.50.

RULES

The following Rules will govern the Competition:

1. The Competition is confined exclusively to amateur photographers.
2. No employee or member of any firm in the photographic trade is permitted to compete.
3. The prizes will be awarded to the competitors sending in what are adjudged to be the best photographs in each Section. Each entry must be accompanied by a form which will be published during the period of the Competition, and which must be pasted on back of entry.
4. The right to publish any or all of the entries is reserved to the Hongkong Telegraph.
5. All photographs entered must have been taken in the Colony of Hongkong. Photographs which have been already entered in other Competitions are ineligible.
6. No responsibility will be accepted for non-delivery of, loss of, or damage to entries.
7. All entries to be either black, sepia, or toned pictures, and must be mounted. Coloured photographs are ineligible.
8. Pictures submitted to sepia tones should be accompanied by a smaller print in black and white.
9. No picture to be entered in more than one Section.
10. Mounts to be only white or cream, must be of one of the following sizes:—10x12, 16x20.
11. No correspondence will be entered into in connection with the Competition.
12. Members of the Staffs of the Hongkong Telegraph and the South China Morning Post are not permitted to compete.
13. The decision of the Judges shall be final.
14. At the conclusion of the Competition, entries will be returned to competitors on application at the Telegraph offices within seven days.

ENTRY FORM

NAME
SECTION
ADDRESS

Please use block letters and paste this on back of each entry in sections 1, 2 and 3.

METROPOLE HOTEL
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COMFORTABLE - FIREPROOF

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PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on Monday, the 23rd day of September, 1940, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Lai Chi Kok, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 24 years less the last three days thereof.

Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Content in Acres	Approx. Area in Acres	Approx. Area in Acres
1	Wing Hong Street adjoining New Kowloon Island Lot No. 2702.	as per sale plan.	about 34,000	about 34,000	\$10,200

G. 1000 R.

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AT THE

QUEEN'S

"The Hongkong

Telegraph's"

10th Annual

Amateur

Photographic

Competition

ENTRIES

CLOSE

at 5 p.m. on

Monday, Sept. 30

G. 1000 R.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on Monday, the 23rd day of September, 1940, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Blue Pool Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Content in Acres	Approx. Area in Acres	Approx. Area in Acres
2	Blue Pool Road	as per sale plan.	about 11,000	about 11,000	\$11,000

G. 1000 R.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on Monday, the 23rd day of September, 1940, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Sham Shui Po, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 24 years less the last three days thereof.

Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Content in Acres	Approx. Area in Acres	Approx. Area in Acres
3	Junction of Sham Ning Road & Camp Street, Sham Shui Po.	as per sale plan.	about 2,300	about 2,300	\$2,300

Vol. X No. 2 May, 1940

THE

HONG KONG NATURALIST

A quarterly illustrated journal principally for Hong Kong and S. China.

Birds and Butterflies of Hong Kong.

Notes on Vegetable Insect Pests in Hongkong

The Typhoon of Nov. 23, 1939.

Hail and Hales
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etc., etc.

PRICE \$2.00
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On Sale at Morning Post Building.

VOLUNTEER MEDALS

Presented By Governor

Representatives from every unit of the Hongkong Volunteer Defence Corps, totalling 291 officers and men, were on parade at Volunteer Headquarters yesterday when Long Service (Efficiency) Medals were presented to 21 members of the Corps by His Excellency the Acting Governor, Lieut. Gen. E. F. Norton. His Excellency was met on arrival by Col. H. B. Rose, Commandant of the Volunteers, and Captain E. N. Thursday, Adjutant. The parade was in charge of Lt.-Col. E. J. R. Mitchell.

Before presenting the decorations, His Excellency said: "You know that I have come here to present long service medals. I do this with great pleasure and when I say this it is not the usual empty phrase. For many years since I worked in the War Office ten or fifteen years ago—I have known of the Hongkong Volunteer Defence Corps; more recently I have seen a good deal of somewhat similar bodies among the private and business communities of South India—very fine fellows they are."

Consequently I came here with some curiosity to see the Hongkong Volunteers; and this I am doing since war was declared. I am told that this progress has been very marked, and that the military value of the Corps now falls but little short of that of a regular unit.

I must congratulate you on this record. I also congratulate you in that, unlike many Volunteer Corps in the East, you have a very real and important role to train for. Should the day come when you are called upon to play it I am well satisfied that you will acquit yourselves in accordance with the magnificent traditions which have already been set by the three fighting Services at home.

Before I shake hands individually with the recipients of the medals, let me say to them collectively that few appreciate better than I do that this Long Service Medal is a fine distinction, and one which means more than many possibly more coveted decorations; for it is no small thing to serve for twelve consecutive years as a Volunteer—not all by any means under an immediate threat of war. To have done so is a testimony to the patriotism and sense of civic duty of those whom it will now give me great pleasure to decorate.

High Military Value

These factors have combined to produce the great progress in efficiency which you have achieved since war was declared. I am told that this progress has been very marked, and that the military value of the Corps now falls but little short of that of a regular unit.

I must congratulate you on this record. I also congratulate you in that, unlike many Volunteer Corps in the East, you have a very real and important role to train for.

Should the day come when you are called upon to play it I am well satisfied that you will acquit yourselves in accordance with the magnificent traditions which have already been set by the three fighting Services at home.

Before I shake hands individually with the recipients of the medals, let me say to them collectively that few appreciate better than I do that this Long Service Medal is a fine distinction, and one which means more than many possibly more coveted decorations; for it is no small thing to serve for twelve consecutive years as a Volunteer—not all by any means under an immediate threat of war. To have done so is a testimony to the patriotism and sense of civic duty of those whom it will now give me great pleasure to decorate.

List of Recipients

The following were the recipients of medals:
Lt.-Col. E. J. R. Mitchell, O.B.E., Efficiency Decoration; R.Q.M.S. A. E. Kew, First Class C.S.M. M. F. Baptista, C.S.M. H. M. Britto, C.S.M. A. D. Wylie, C.Q.M.S. A. J. J. V. Ribeiro, C.Q.M.S. C. G. Silva, C.Q.M.S. S. E. Edgar, Sergeant M. A. Baptista, Sergeant G. E. L. Johnson, Sergeant E. Moes, L/Sgt. J. D. Remedios, L/Cpl. T. S. D. Whitley, L/Cpl. C. A. J. V. Ribeiro, L/Cpl. H. Burson, Private M. M. Silva, Private A. Garcia, Private J. P. Baleros, Private A. L. V. Remedios, C.S.M. C. E. M. Terry, and Sergeant V. A. Neves, Efficiency Medals.

STOCK MARKET REPORT

Hongkong Stock Exchange Official Summary issued yesterday says: "There is a number of small enquiries on the market but the old difficulty of reconciling prices is again in evidence."

Buyers

H.K. Fire Insurances \$150
Wharves \$91
Docks (old) \$16 75
Providents \$410
Hotels \$345
Humphreys \$7
Trams \$15.80
China Lights (old) \$6.80
China Lights (new) \$3.75
Electric (old) \$37.50
Electric (new) \$37
Telephone (old) \$35.50
Entertainments \$600

Sellers

Union Insurances \$405
Wharves \$94
Hotels \$3.55
Trams \$10
Telephones (old) \$24.25
Banks \$1,310
Trams \$15.85
China Lights (new) \$3.75
Electric (new) \$37.50

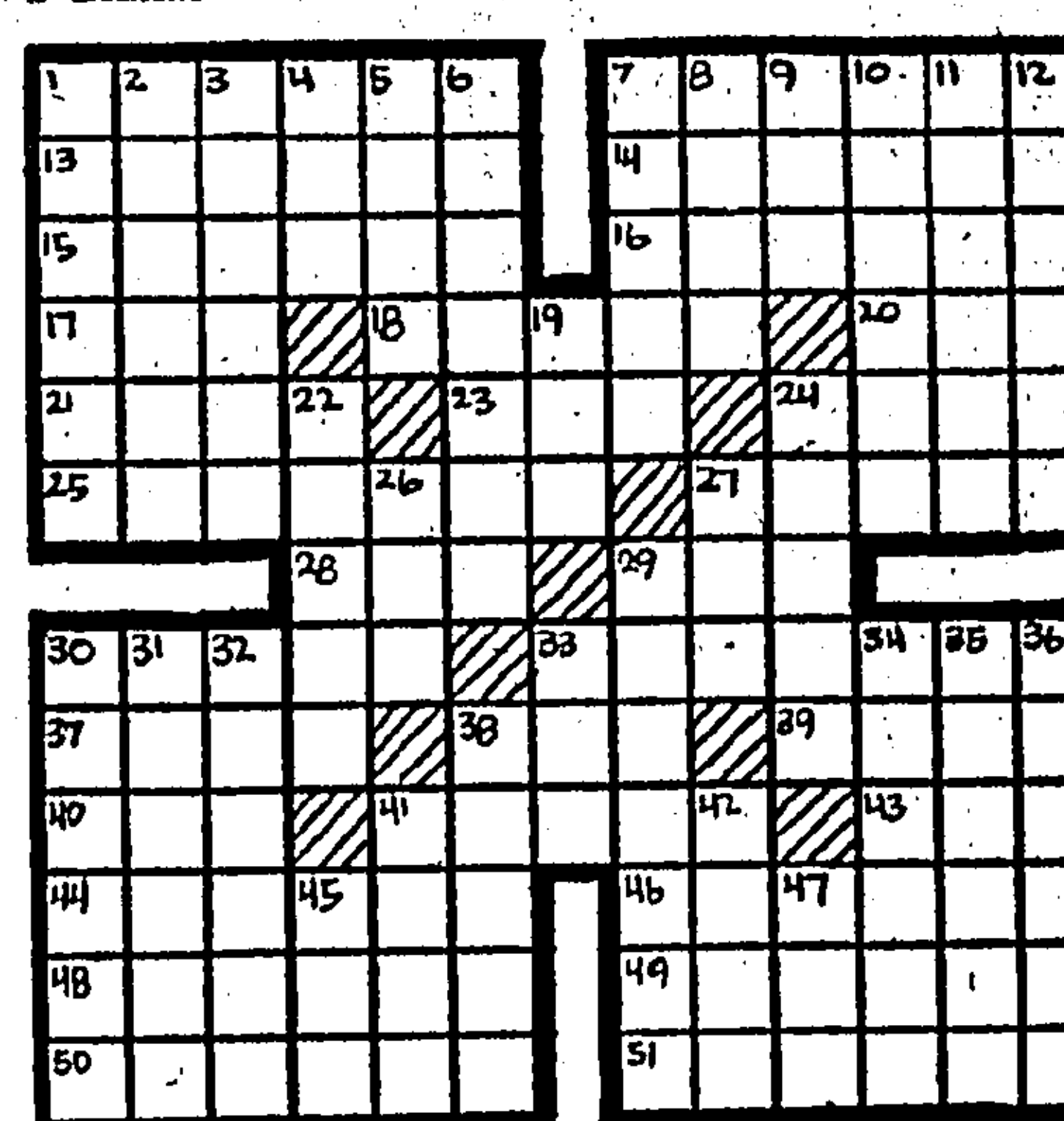
THE WAR FUND

A total of \$1,221,937.12 was reached yesterday by the War Fund inaugurated by the S. C. M. Post, Ltd. The latest donors are: Mr. A. D. ... \$ 30
Mr. S. W. ... \$ 10
In memory of the late Mr. J. ... \$ 100
Per ... \$ 100
Hon. Mr. W. K. ... \$ 100
The S. C. M. Post, Ltd. War Fund by members of the Hongkong Press Club on the occasion of his retirement. 370.50

Crossword Puzzle

By LARS MORRIS

ACROSS
1—Oriental boy
2—Dance
3—Clothing
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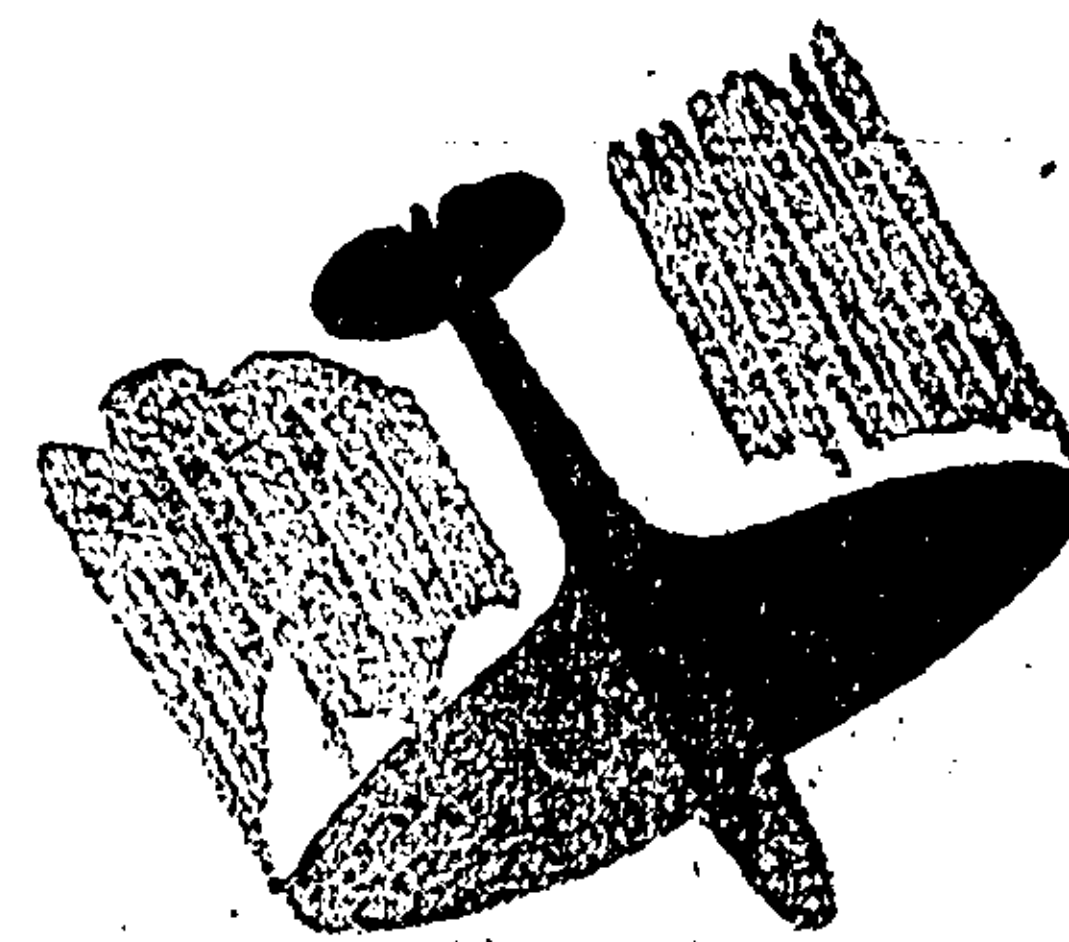
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12.15 p.m. Short Service of Inter-cession.
12.30 Margaret Moore and his Hungarian Orchestra.
12.40 Folk Music.
1. Local Time Signal and Weather Report.
1.05 Jack Eylon's Orchestra.
1.30 Reuter and Rugby Press, Weather Forecast and Announcements.

1.45 Variety.
2.15 Close Down.
6 An Hour of Dance Music.
7 Closing Local Stock Quotations.
7.02 Compositions of Grieg.
7.30 London Relay—The News.
8 Local Time Signal, Weather Report and Announcements.
8.03 A Variety Programme.
8.45 Studio—Local Newsletter.
9 London Relay—The News and Topical Talks.
9.45 Selections from "The Yeomen of the Guard".
10.10 Coleridge-Taylor—Pelleas and Melisande.
10.25 Levitzki at the Piano.
10.41 Philadelphia Symphony Orchestra.
11 Close Down.



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R. A. CAMIDGE, Manager.

POST OFFICE

Small Packet Post to all countries is suspended.

INWARD MAILS

Australia and Mauritius, Sept. 19.
U.S.A., Japan and Shanghai (Seattle date, 18th August), Sept. 19.
Air Mail by "Imperial Airways Service", Sept. 20.
Air Mail by "Pan American Airways Direct Service", San Francisco date 14th September, Sept. 21.
Java and Manila, Sept. 21.
London and Straits, Sept. 22.
U.S.A. and Manila (San Francisco date 31st August), Sept. 23.
Air Mail by "Imperial Airways Service", Sept. 24.
Sundakan, Sept. 24.
London and Straits, Sept. 24.
U.S.A., Honolulu, Japan and Shanghai (San Francisco date, 6th September), Sept. 26.
Canada, U.S.A., Japan, and Shanghai (Vancouver B. C. date, 7th September), Sept. 27.
Formosa, Sept. 28.
U.S.A., Honolulu, Japan and Shanghai (San Francisco date, 1st September), Sept. 28.

OUTWARD MAIL TIMES

Registered and Parcel Mail are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day. When mails are advertised to close after 9 p.m. Registered and Parcel mails are closed at 5 p.m.

Thursday, Sept. 19

Straits, Ceylon, India, East and South Africa, Sept. 19, 3.30 p.m.

Straits, Ceylon, India, East and South Africa, and United Kingdom, G.P.O. and E.C.O., Sept. 19, 5 p.m.

Parcels, Sept. 19, 5 p.m.

Reg., Sept. 19, 5 p.m.

Ord., Sept. 20, 8.30 a.m.

Friday, Sept. 20

Manila, Australia and New Zealand via Thursday Island, Kowloon P. O.

Parcels, Sept. 20, 4.00 p.m.

Reg., Sept. 20, 5.00 p.m.

Ord., Sept. 20, 5.30 p.m.

G.P.O.

Parcels, Sept. 20, 4.00 p.m.

Reg., Sept. 20, 5.00 p.m.

Ord., Sept. 20, 7.00 p.m.

G.P.O.

Air Mail for "Imperial Airways Service" to Durban and thence by Sea Service to United Kingdom, G.P.O. and E.C.O.

Reg., Sept. 21, 5 p.m.

Ord., Sept. 21, 5.30 p.m.

Air Mail for Indo-China, Malaya, Java and Australia by the "Imperial Airways Service", G.P.O. and E.C.O.

Reg., Sept. 21, 5 p.m.

Ord., Sept. 21, 5.30 p.m.

G.P.O.

Reg., Sept. 21, 5 p.m.

Ord., Sept. 21, 5.30 p.m.

Straits, Rangoon and Calcutta, Far., Sept. 21, 5.00 p.m.

Let., Sept. 21, 5.30 p.m.

Tuesday, Sept. 24

Air Mail for Indo-China, Malaya, Java and Australia by the "Imperial Airways Service", G.P.O. and E.C.O.

Reg., Sept. 24, 5 p.m.

Ord., Sept. 24, 5.30 p.m.

G.P.O.

Reg., Sept. 24, 5 p.m.

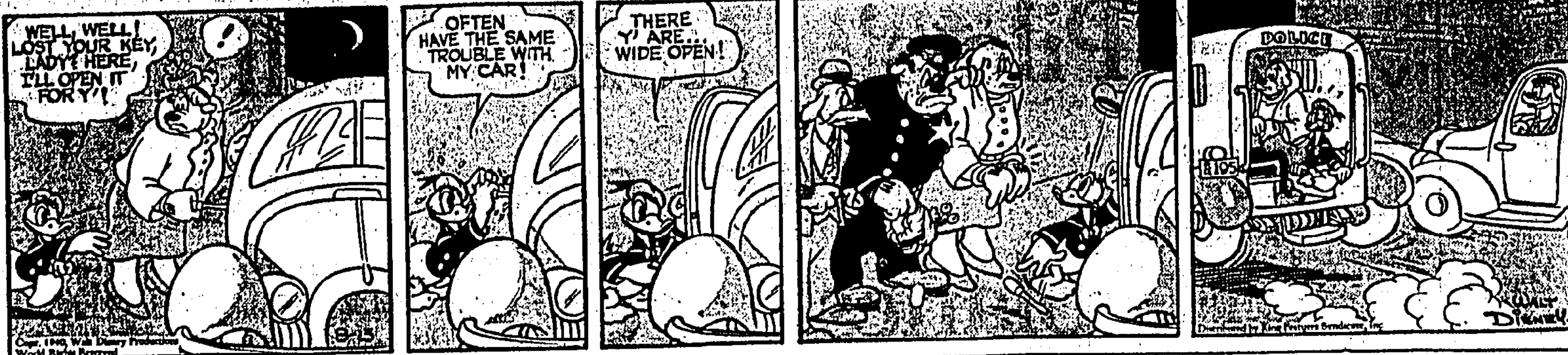
Ord., Sept. 24, 5.30 p.m.

G.P.O.

Reg., Sept. 24, 5 p.m.

Ord., Sept. 24, 5.30 p.m.

DONALD DUCK



By Walt Disney

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IS WITHOUT A DOUBT
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WHY PAY MORE WHEN
YOU CAN BUY THIS
SMOOTH SCOTCH FOR:—
\$5.75 per bot. \$6.00 per c/s. of 12 bots.
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MAGAZINE PAGE

AIR RAID WARNINGS

• Some people have heard them almost daily, others only a few times since war began. Here is the man who gives the signal.

AIR CHIEF MARSHAL SIR HUGH DOWDING, Commander-in-Chief, Fighter Command, and his staff are responsible for giving the signal to sound the sirens.

Just as it's his job to tell the anti-aircraft when to open up—to tell the various stations when to send up the fighters to intercept enemy planes.

As boss of the Ministry of Home Security, Sir John Anderson supervises the sirens and the men who sound them. But he doesn't give the word for the siren symphony.

Sir Hugh Dowding's Fighter Command is the final deciding factor between you and the wailing warning—but the chain starts a long way back and the sequence of links goes on a long way past Sir Hugh.

THE first link is the lonely observer Corps—the unsung heroes of Home Defence. Unseen, enthusiastic men whose job is never ended.

Throughout Britain, on marshland and moor, men who are usually a bit beyond the fighting area are listening now in improvised hideouts, listening for the well-timed drone of enemy warplanes.

They have to go to desolate places to get the quietness for their job.

They work the super-tuned sound detectors—equipment more sensitive than the human eardrum, a hundred times magnified. Lonely weeks and months the Observer Corps spend waiting and listening in the stillness of the day and night, often planted in the midst of swamps or perched on bleak, windswept hills.

They have phones direct to the local Observer Corps centres, from where a coded flash goes to headquarters. Flash again and G.H.Q. of the Fighter Command—the Spitfire, Hurricane and Defiant boys—know all about it. Up go the pursuit planes and out go the signals sent by the chief of A.R.P. stationed at Fighter Command.

First it's a confidential warning for the firemen, the ambulances and the rest of the great anti-raid network to stand by. You, as a member of the general public, won't hear of these. We may have half a dozen of these in one district in a night when our fighters are busy chasing the tip-and-run bombers.

But if the raid is in earnest on your part of the country, then the "action" signal is sent out and the warning is given.

The noise is part of the game. Engineers took years to find the ideal wail. It has to be arresting, startling, something to make you stop, listen, and heed the warning.

Factory hooters, blast whistles, klaxons were all tried in turn. They sounded too much like the noises we've tuned our ears to.

The siren has a simple mechanism and costs £40 to £50. It is sold by private firms to those with authority to buy—A.R.P. authorities, police and local councils.

It's like a small beer keg with both ends open. In it is a rotor. It whizzes round at high speed. Air, squeezed through minute holes, does the rest.

THE men of A.R.P. are the remaining links in the chain from observer to you.

The people who work the sirens are the police. A few are operated by air-raid wardens and some by chosen factory hands.

The siren drum is in some high place unscanned, usually on the roof of a police station or on a pole beside a police box. Wires connect it to the switchboard below; others take the electric current from the mains.

In country districts the siren keg is on a warden's house, in industrial areas on factory walls. Some are remotely controlled by a central switch many miles away. The switchboards are in the communication rooms of the stations, or in the police boxes.

Now, the people who work the switchboards have to be there day in and day out in shifts. There's not been a second's break since September 3.

Their job is a simple one, ruling out the yawning. On the board are two switches, slightly larger than the average house-switch.

One sets the siren going, the other the auto-wailer. It's the auto-wailer that gives you that sinking feeling. Housed in a separate box, it gives the wailing, intermittent note.

They put that switch on only when the signal comes along for "action." It stays on for two minutes. When the "raiders passed" is given, only the single siren switch is operated and you don't get the wail.

Basil Cardew

Doctors Have Halved The Casualty Lists

PHILIP JOHNSON
Describes A Medical Revolution

Among the casualties which arrived at a South Coast port during the miracle of Dunkirk was a Chinese steward from an English destroyer. The surgeons needed only one glance at him, "hopeless," they said, and turned away to those other men in which they had at least a chance of saving life. When, some hours later, they had come to the end of their work, the Chinese steward was still just alive. They operated. Three days later the man sat up in bed, and smiled.

I HAVE told that story because it illustrates a great truth.

Britain is equipped to-day to deal with casualties, whether among the civilian population or among the Services, in personnel, in skill and in apparatus on a scale undreamed of in the last war.

All the great hospital resources of the country have been brought within the Ministry of Health's Emergency Hospital Scheme. Many of them have been extended and improved.

The finest medical skill of the country, enrolled in the Emergency Medical Service, is at the command of the Government, for treating both air-raid and military casualties.

Estimates, of course, in such matters, can be little more than guesses, but it is worth while giving the opinion of half a dozen famous physicians and surgeons with whom I have talked of the subject.

Their view was that, if in the war of 1914-1918 we had had the medical service ready to use that we have to-day, and could

have allied to it the skill we have now acquired, our fatal casualties might well have been less than 40 per cent. of what they were, and injury would have been robbed of half its terrors.

The names of the men and women who have achieved this revolution in our treatment of the injured will, perhaps, never be known. They are to be found in the research laboratories and hospitals all over the world, and particularly in England.

When war broke out in 1914 we knew practically nothing of casualty treatment. In those early days, for instance, 80 per cent. of the cases of compound fracture of the thigh, died. By the end of the war, the figure had been reduced to about 20 per cent. That it would be even less.

All the lessons we learned in the last war are now in use. We have not dropped one of them; and a quarter of a century of practice has taught us more.

In those intervening years, the history of thousands of cases has been studied and re-studied. Science and technique have been advanced. And then, two years ago, acknowledged experts in their own spheres, spread the new knowledge among the doctors of Britain in an intensive course of lectures and instruction.

It is a commonplace that in the last war shock due to injury was a more frequent cause of death than the actual local injuries themselves.

To-day, the Royal College of Surgeons has gone a long way towards mastering the problem of shock.

The Medical Research Council established a "Shock" Committee. Its findings are to be published almost at once. Already they are being anticipated in practice.

We know now that shock must be treated at once, if treatment is to be successful.

We deal with it in the First Aid posts by keeping the patient warm, giving him hot drinks, perhaps treating him with morphia. In the hospitals there are special resuscitation wards where those dangerously shocked have been almost literally brought back to life.

Beds are electrically heated. Intricate oxygen plant is available—oxygen has been found to be one of the most important agents in treatment of shock—and, last of all, there is blood transfusion. Even in the last few months, the art of blood transfusion has progressed beyond all knowledge. Our new technique saved thousands of lives in France in the early part of the war; it saved hundreds of others at Dunkirk.

Mr. Malcolm MacDonald, the Minister of Health, lifted the veil a little the other day when he told the world of the dried powder made from a constituent of blood which can now be used.

Think of this, for, to my untiring eye at least, there was no spot. The miracle of dried plasma is like that. Enough of it can be carried in a large suitcase for a thousand men. It can be carried to the most advanced posts in the field. Men can be treated with it on the spot.

ADVANCE has been made, too, in the treatment of wounds by immobilising them in plaster of paris. This technique is supposed by many people to have originated in the recent Spanish Civil War. But it was invented many years ago by Dr. Winnet Orr in America. What the Spanish surgeons claim is that, faced with numerous casualties, they improved and developed the Orr technique.

A few weeks ago I was talking to a Sister in an emergency hospital. She was a woman of many years' experience in one of the great London hospitals, and she was not one given to overstatement.

"Come and see the miracle," she said to me.

She led me to a ward and pointed to the men in the beds.

"Burns," she said.

I asked where, for, to my untiring eye at least, there was no sign.

"That," she replied, "is the miracle."

These men, she told me, had come back from France very severely burned. It was unbelievable that they could live; and if they did live—or so it seemed to her—there would be disfigurement which plastic skill would fail to move.

Yet, here they were, practically unmarked.

AGAIN, the new treatment: treatment with tannic acid by methods unknown until recently, and, for the bad cases, burned all over, saline baths in which warm saline water is kept constantly running over the burned body for hours on end, till the sepsis is washed away, the pain lessened, and the wounds begin to heal almost as one watches.

It is one thing to restore a limb: it is quite another to restore its use.

In the last war Sir Robert Jones started centres for the treatment of fractures and similar injuries. To-day, were he alive to see it, he would scarcely recognise his work, so great is the development that has taken place.

In England to-day the Ministry of Health has nineteen main centres in which to teach soldiers, sailors and airmen how to regain the use of their maimed limbs, and the use of their maimed limbs, and the work is equally well practised.

SPECIAL units have also been set up by the Ministry for the treatment of chest and head injuries—some of them mobile, so that there may be no need to move a man with injury to both head and chest, when to do so would prove fatal.

New German Fighter

By C. G. GREY

BECAUSE of the short nights the bombing of German aircraft factories by the R.A.F. has not been so extensive as it might have been.

The Heinkel factories at Oranienburg and Rostock, the Messerschmitt factories and the B.M.W. motor factories in Bavaria, and the Daimler-Benz factories at Stuttgart, have not yet had attention. So far most of the bombs have been delivered to the Focke-Wulf factory near Bremen.

There the chief new product is supposed to be a small monoplane, which is driven by a pusher airscrew (a propeller properly nearly all airplanes are drawn along by a tractor airscrew in front).

The pilot sits in front in a sort of pulp, with six or eight guns round it, which would throw a cone of fire, instead of a converging flat plane of fire, as do our eight-gun fighters.

It was designed by Mjnhner Slot, in Holland, before war was declared in 1939. It has a Daimler-Benz motor of 1500 h.p. Those who have seen it say it is very fast and manoeuvrable—unlike the fast but clumsy Messerschmitts.

Mr. Slot designed a so-called "fool-proof" light airplane, some two or three years ago and brought it over here to demonstrate, but nobody wanted it. But he did not propose, then, to make a high-power fighter of it. And if he had done so nobody here would have believed him.

Other information is that the Germans are making high-level (so-called "stratosphere") bombers, to come over here at 35,000 feet or so, where searchlights and guns are not likely to reach (or, at any rate, hit) them.

From that height their bombing is not likely to be at all accurate—a great consolation for those who live or work in their targets, but not for those who live within a radius of some miles. From that height a couple of miles away would be what marksmen call a "near outer."

Nothing has been heard for months of little General Udet, one of the world's best fighting and aerobically pilots, who was put in charge of German technical development two years or more ago. The faction in power before him had ordered a lot of big four-motor monoplane, much like the American Boeing "Flying Fortress"—much advertised. Udet, scrapped the lot, or told the makers to sell them as air-liners, and went in for high-speed Heinkels, Dornlers, Messerschmitts and Junkers.

If Udet has been sacked, perhaps the "Flying Fortress" is going to be the world's best fighting and aerobically pilots, who was put in charge of German technical development two years or more ago. The faction in power before him had ordered a lot of big four-motor monoplane, much like the American Boeing "Flying Fortress"—much advertised. Udet, scrapped the lot, or told the makers to sell them as air-liners, and went in for high-speed Heinkels, Dornlers, Messerschmitts and Junkers.

High-level bombers are going to be much harder for our fighters to find and attack in the dark. Which merely adds weight to the argument that the best way is to attack them at sunrise—as our income tax attacks us. That has been Lord Trenchard's argument ever since war was declared.

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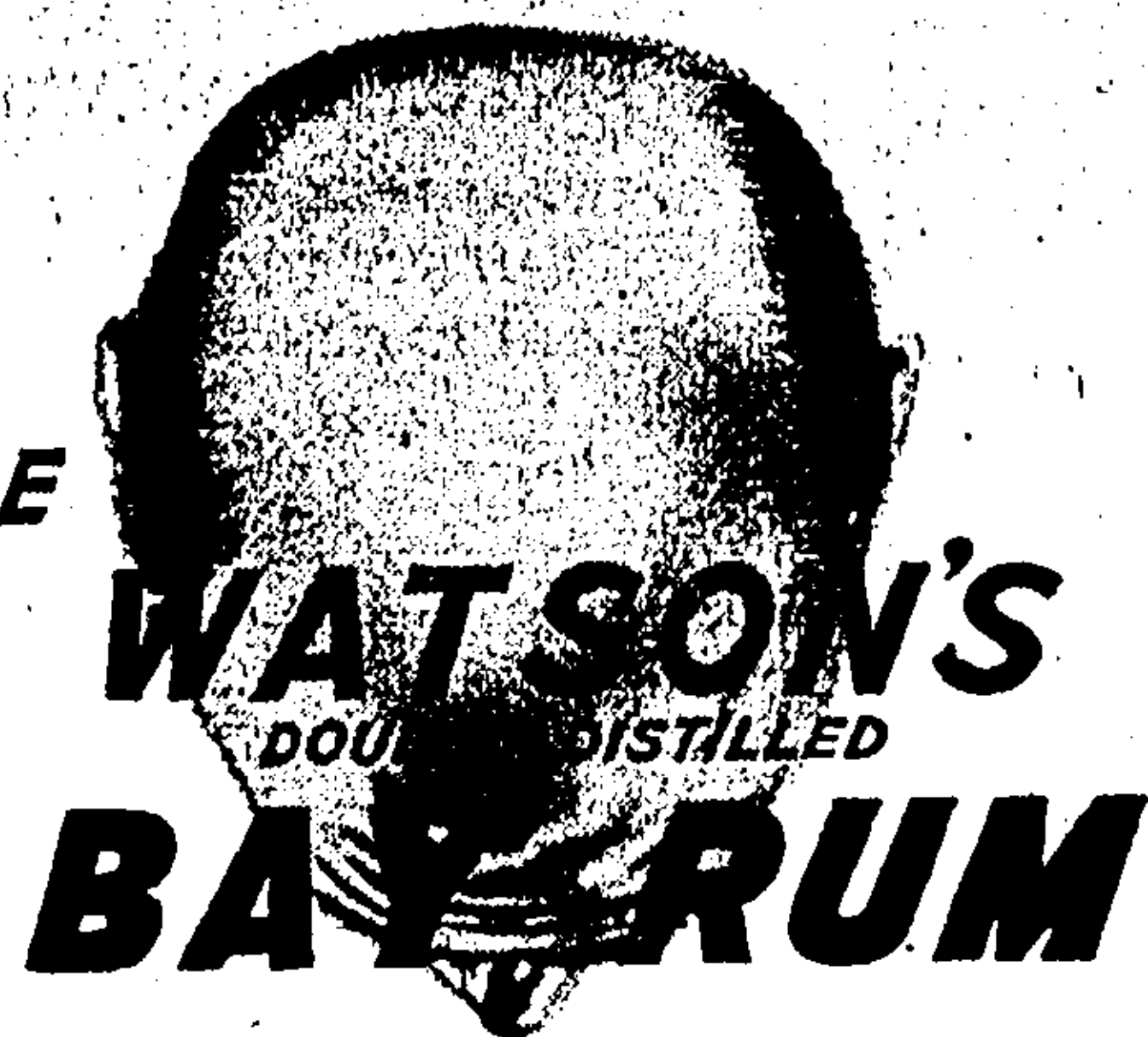
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The Hongkong Telegraph
Thursday, September 19, 1940.
Wyndham St., Hongkong
Telephone: 28015

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Food In Europe

Economists and others are busily discussing the European food situation, a question which is naturally one of the first importance on account of its bearing upon the probable length of the War. The findings of such an expert authority as Mr. John Black, consulting economist in the United States Department of Agriculture, should help to form a tolerably clear picture of the food conditions in most of the countries of Europe. In a recent essay he has supplied detailed figures relative to the chief foodstuffs in store or in course of production in European lands, exclusive of Russia, which is an unknown quantity and not likely to figure largely in the present situation.

Wheat, it appears, is about seven hundred millions of bushels short. In the Balkans and Germany, crops are below average, while Italy and Spain will have enough and France nearly enough for next year's needs. Rye, barley, and oats have been reduced somewhat, but not so severely as wheat. Europe, although it has more cattle, hogs and sheep than all North America, normally imports large quantities of beef, mutton, butter, cheese, and lard. Hogs and beef cattle are now being slaughtered more rapidly than usual. Each country grows almost exactly the amount of potatoes that it consumes. There is a deficiency of fats and oils.

All this adds up to show that Europe may possibly manage to endure until the 1941 crop is harvested. To achieve this, live-stock must be slaughtered freely, wheat and rye must be reserved for bread uses, and large quantities of barley, oats, and corn devoted to direct human use. It will be a close squeeze, however, even assuming a much more equal distribution of the present food supplies than has prevailed in the past; obviously a very large assumption, as soldiers are pretty sure to fare better than industrial workers. In Mr. Black's opinion the total situation is that an effectively blockaded European continent will mean that a great number of people in some areas will suffer from want of food.

The economists are not the only people in America that are talking about the European food situation. The friends of Germany in the United States have learned a new tactical method. They no longer dwell with pride upon Germany's invincible economic self-sufficiency. Their favorite topic now is the evil plight of the Danes, Dutch, Belgians and French, owing to the scarcity of food, brought about of course, not by the invading Germans, but by the British blockade. The story is that if Great Britain can be induced to allow food to enter Europe, the Germans are prepared to give all kinds of undertakings that it will reach the hungry and distressed populations and will not be appropriated to the use of the German army.

The proposal that Great Britain should relax the severity of the blockade, thus laying aside one of

Pilots' stories tell just how good our planes are

By O. D. GALLAGHER

ONE thing the men and boys of the R.A.F. hate—bally-hoo about themselves. Reckless praise for their exploits makes them mad.

They can't stand tales that give the impression they go out a-hunting the Luftwaffe of a morning—come gaily back to lunch with half a dozen Messerschmitts spitted on toothpicks.

Makes it very difficult for reporters, because, broadly speaking, that is the set-up.

Almost every day comes a report of our R.A.F. meeting numerically stronger Luftwaffe formations. Almost every day our men stay behind to fight and live to fight again another day. This sort of thing is likely to be their daily bread for some time to come.

And that's why they resent too fulsome praise. It suggests they are having a high old time. They're not. Exaggerated praise makes a Spitfire pilot say: "Aw, roll! There's a serious job—hard and probably long.

So here is some authentic background on one of our Spitfire stations.

PUT twin brothers, say, in two specially picked suits. One with knife-like creases in his pants and a buttonhole in the lapel; the other in pants like empty coal sacks, and sleeves out at the elbows. Twin No. 1 is going to feel a hundred per cent. more able to face the world than Twin No. 2, isn't he? Well, change the suits for fighter planes. Change the twins for the R.A.F. and the Luftwaffe. In Spitfires and Messerschmitts (of any type) you have an almost perfect analogy.

Our Spitfire boys enjoy a confidence in themselves that the Luftwaffe pilots cannot have. And, anyway, our boys have better training.

As one said to-day: "You get a good feeling when you've got two or three Me's on your tail... you just pull out the plug and shoot ahead! They can't touch you."

FOR these boys the war started on May 20, Dunkirk. The days of waiting before that are a nightmare to them. The group captain (they call him "Groupers" or "The Old Man") told how one of his boys first found the war.

"He was one of the poor blokes stooging around looking for the odd Jerries who used to come over. They all got absolutely browned-off (bored stiff). Then it started. The R.T. (radio telephone) was on in my office. He just about blew it wide open shouting: 'God Almighty! Tally-ho! Hordes of them! He went sailing in singing at the top of his voice.'"

The war had really started for the Spitfire boys.

Another came back after a fight. He was alone. On the camouflaged tarmac his squadron's intelligence officer was waiting, but it was some minutes before he could get anything out of the fighter. He sat in his tight cockpit, eyes bright, grinning, saying: "God, they're easy! God, they're easy!"

What a tale he told the intelligence officer later. "I was over Dunkirk. Couldn't miss it. A column of smoke came out of it as high as I could climb, nearly. Three Me's came at me, but by the time I really got flying I was after them. I pranged (smashed) 'em all. The Mahoney boys (A.A. men) were popping off at me. They made a few

her most effective weapons, is an ingenious one. There are difficulties, however. One is that Germany has an impressive record of broken pledges, and it would be extremely difficult to devise an engagement that she would consider binding. Another is that the Americans are themselves arming in all haste, to meet the danger of German aggression on this continent. They know that the British Fleet is their first line of defence, and that it would be dangerous in the extreme to reduce the effectiveness of the blockade.

holes in the old kite, but it was too late, 'cos I was off home again."

Three Me's in sixteen seconds... That's the firing capacity of a Spitfire.

THEY told me they can usually tell when a chap has had a bad trip. "If a chap's had a lousy trip he gets a bit brussed-off (cantankerous). Probably squawks at lunch in the mess about having to forage (go to the big hotplate and fetch his own food). Nothing unusual about this. Don't think the boys are temperamental; chiefly because there's a limit to the amount of prima donna stuff the C.O. can take.

"But it was the same in the last war. Chaps home on leave were apt to make a rumpus because the breakfast coffee was cold, or something. It has to do with coming back safe once more. A minor rebellion because everything isn't perfect."

ONE "exactly-how-it's-done" story from our Spitfire Patrol:—

"Jonah," a twenty-one-year-old, "There were three of us. We were about ten miles out at sea. Our echelon leader was high up—in sight of land. We were down in the mist, in sight of each other. I saw a Heinkel straight ahead. I don't think he saw us, because he seemed to be concentrating on our leader up aloft. The feller with me (on the outside of the formation) went straight in, and I followed when the Jerry broke away.

"His wheels came down. I fired for six or seven seconds. He did a stall turn to port, and I flew off again into the mist. Gosh, it was thick. He showed up again, though, beating off to some ships below. I gave him a few more seconds' firing and he turned for land.

"He couldn't make it. I saw him in a patch of sunlight that looked like a yellow searchlight through a hole in the mist. He was almost on the sea. He did a gentle stall, a bit of spray came up, then... there was an almighty splash as he went in."

"Jonah" hung around and saw two men get into a rubber boat. He fired very light on the shipping to draw their attention to the Jerries, but, as he said, "They wouldn't take any notice. When they saw my lights they probably said: 'That's all right, you can't frighten us. We know you're a Spitfire!'"

"Jonah" went home when he was running short of petrol. Nothing more he could do. The two Jerries were washed ashore some days later in their boat. Dead.

Nothing sensational about "Jonah's" first Nazi. He just risked his life to force that Heinkel to drop its bombs in the sea instead of on the hapless ignorant shipping who thought he was pulling their legs.

CULINARY footnote: If you have any doubts about lining up in the Ministry of Food's eat-more-often campaign, they may be dispelled by two Spitfire boys I met at lunch in their mess. After soup, both ate a plate of tripe and onions—and went off on patrol.

What's the offer to you, is fuel for Spitfire boys.

FUNNY SIDE UP

By Abner Dean



"I bought four hats this time, dear... you're bound to like 'em!"

THE VILLAGES OF ENGLAND

The villages of England have slept for many a year
And dreamed among the hollyhocks and drowsed beneath
the trees,
They sent their sons to fight for us but little did they hear
Above the croon of woodpeckers and lullaby of bees.

The villages of England have awakened now indeed
And thrust the poppies from the gate, the nightshade from
the porch,
And each conceals his ancient name and where his solid lanes
lead,
For far-off days have handed on once more the flaming torch.

Again the silent bellfries wait to sound their loud alarms,
And though around the casements the clematis is curled
Behind each cottage window a yeoman stands to arms,
For the cottages of England are the bastions of the World.
P. E. C. DUCE.

The saga of a dirty little coaster

MEN who took part in the great Battle of the Convoy in the English Channel told their stories of the fight which began in darkness and continued throughout the day until the Germans—with sixty of their planes shot down—cried halt.

The attack began in the early morning dark. The sky was black. There was no moon, and the men in a 400-ton "dirty little coaster" could scarcely see the other cargo ships ahead of her and behind her in the convoy.

Suddenly there was a crash further up the line. Captain Guy, of the coaster, said, "What was that? A depth charge?"

Stabs Of Flame

In fact, it was a German torpedo finding its mark. A moment later a star shell fired from a German "E" boat fell in an arc over the convoy, and guns opened fire.

From out of the blackness shells spat out. They struck the decks and pinged against steelwork. The British ships gunners ran to their posts and stood peering, trying to get their eyes accustomed to the blackness. First from one side, then from another—then from ahead and then from behind the convoy ships—came spluttering stabs of flame.

Our gunners fired back at the splashes of light in the darkness. They had no other guide to their target. The low-cut German torpedo boats showed no silhouette against the sky.

The men in the coaster heard another explosion ahead of them. In all they heard three.

It meant that three British ships were torpedoed. After the first few minutes the star shells went out. Another shot up, illuminating the sea and the convoy—but not the lurking torpedo boats—as it floated down.

British escort ships, shepherded the convoy and fought the attackers at the same time.

Captain Guy directed his men "Hard to port, hard to starboard, hard to port... as every other captain in the convoy was doing.

The men at the heavy hand-steering gear sweated as they spun the wheel over. Every one took his turn at the wheel. Shells splattered on

the woodwork and metal around them.

Harry Treadwell, mate of the coaster came to the wheelhouse. Splinters hissed around the helmsman, twenty-year-old John Ward, a gunner boy. The wheelhouse was lit with the glare of another star shell.

Harry Treadwell flung himself on the boy, shielding him from the splinters. Two sharp groans revealed that Treadwell had been hit. The gunner boy was unhurt. The men in other ships in the convoy were being wounded while the battle was at its height. Harry Treadwell had three wounds in his leg, and a third man had a seared furrow across the knuckles of his hand.

Henry Nuhrberg, the cook, started to bathe the wounds of Treadwell. Treadwell said: "I can't bother now there's work to do."

With a handkerchief knotted round his hand, he crawled from the galley to the deck, and was hauled up to the bridge. Standing on one leg, he took his turn at the wheel. The firing was getting hotter. The gunners on the coaster and the ships they could see near them were firing back desperately against the Germans.

The coaster was now being attacked by a number of "E" boats—all firing at the same time.

Suddenly a torpedo sped towards the ship—and missed by two yards. The cook had come up on deck. He saw the white wake of a second torpedo coming towards the ship. The torpedo was fifty yards away. The cook was twelve yards from the wheelhouse. His voice could not be heard above the firing. He raced to the wheelhouse.

"I lost the race," he said. "Only the grace of God saved us. Before I could warn the captain the torpedo was on us—and missed the stern by not a fraction more than twelve inches.

"George Smith, a deckhand, saved the ship from the third torpedo. He was the only one to see the white streak of its propeller-wake, and to hear the "whoosh-whoosh" sound as it sped towards the ship.

"He burst on to the bridge, flung himself on the wheel, and spun it over hard. The ship swerved on her course, and the torpedo shot harmlessly by.

"We had run into a carefully-prepared ambush," said another of the men.

"It seemed as if they knew where we should be, and at what time, and they were waiting for us with their engines silent. There was no way we could fight back. We couldn't see what we were fighting."

"A ship in front of us had been torpedoed. We heard shouts for help, and flung lifebelts into the water, although we could see no one to pick them up."

The rest of the convoy steamed on. It seemed on undetected—into more trouble. What they had been through was only the beginning of the battle.

The Nazi bombers swept down out of the sky as morning came, and on their tails came the fighter planes of the R.A.F.

The start of the battle could be seen from the shore. A man who watched it through glasses said: "I shall never see again such amazing flying as those R.A.F. boys put in. It was a lesson to me, a revelation."

"I saw one fighter make rings around a German he was chasing. First he was on its tail pumping bullets into it.

"Then, with a real circus stunt manoeuvre, he dived under it, came up in front of it and over it, firing all the time. The two of them disappeared into the cloud, with the German heading downwards."

Beneath the planes which twisted and turned within view of this port—there were over eighty Germans attacking at that time—the convoy was still ploughing its way forward still on its course.

BRILLIANT DAYLIGHT ATTACKS ON NAZI CONCENTRATIONS

R.A.F. PILOTS WHOSE HOMES HAVE BEEN BOMBED TAKE SWEET REVENGE

LONDON, Sept. 18 (Reuter).—British bombers yesterday carried out daylight attacks on the port of Ostend, on shipping at Zeebrugge, a convoy and barges off the Dutch coast and on aerodromes at Ymuiden.

Last night Bomber Command aircraft made heavy sustained attacks on the ports of Hamburg, Antwerp, Ternuzen, Flushing, Zeebrugge, Dunkirk, Calais and Boulogne.

Much damage was done to shipping and military stores. Gun emplacements in the vicinity of Cape Gris Nez were also attacked. Other forces of R.A.F. aircraft bombed distribution centres at Krefeld, Hamm, Ehrang, Osnabruck, Soest, Brussels and godyards at Stockholm, near Cologne.

Conical Command aircraft attacked Cherbourg Harbour. At least two supply ships were sunk and many fires started.

Two of our aircraft have not reported to their bases.

Ships Blown Up

Two large ships, one of which is believed to be destroyed, were blown up in Cherbourg Harbour during the R.A.F. night attack, states the Air Ministry news service, amplifying the communication. Much other damage was caused in the raid and when it ended there was a ring of flames around the harbour from the burning buildings and vessels.

One of the pilots who attacked Ostend said: "We got hardly any opposition at all. There were a few searchlights but there was nothing to worry about. It was just like bombing on practice raids."

Revenge Is Sweet

This pilot believes that he hit an ammunition train for explosions which broke out from "all sorts of colours." Two of his crew, the bomb-aimer and the rear-gunner, live in south London. Both their homes have been destroyed by enemy bombers. "You can imagine that they are feeling pretty happy about this show of ours."

The town of Ostend itself, apart from a few houses on the edge of a railway yard, appeared to be untouched. "At any rate there were no fires or any other indication of it having been bombed. The fires were all on the docks."

The flight commander confirmed that opposition was slight. "On my last trip the Germans filled the sky with everything they had. This time a few enemy fighters were about but they were all well off our track."

A sergeant-pilot, whose Chelsea home was demolished during Germany's many indiscriminate attacks on London, was so keen to see his bombs hit the targets at Boulogne that he dived to 200 feet to make sure. The rear-gunner of this aircraft was equally anxious to see the same result for his mother had been wounded in the leg by bullets fired from a Junkers aircraft subsequently brought down in a back garden.

Conduct Praised London In Wartime

London's morale in war-time are praised by the Commissioner of Police for the Metropolitan, Sir Philip Game, in his report for 1939.

The impression of London in war-time, produced by certain reports, was that it had become completely demoralised, he says.

Vice was said to be flourishing—the number of night clubs, drinking dens and "gambling halls" to be increasing beyond all bounds, gangsterism and racketeering were said to be rampant, a large number of the worst kind of criminals were represented as taking advantage of the black-out.

Nothing could be further from the truth. There was no noticeable increase in any of the activities mentioned and, in some respects, the position was unusually good.

These exaggerated reports add needlessly to the anxiety and apprehension inseparable from war conditions, and abroad they provide welcome food for hostile propagandists, says the Commissioner.

LONDON RAIDS

FROM PAGE ONE

others as well, says "Reuter's" air correspondent.

Flying at a great height, the frozen trails of their exhaust gases weaved a pattern in the blue sky, but despite the frequency of London's air raid alarms, no serious attack developed on the capital or any other objective, though some bombs were dropped in Kent and in the Thames Estuary region.

Formations varied in size but rarely exceeded 50. There were more fighters than bombers, conforming with the enemy's desire to "wear down" R.A.F. resistance.

Like yesterday, no major battle was fought but the enemy suffered more severely.

Seven Daylight Alarms

Following on the record ten-hour night raid, the seven daylight alarms London experienced seemed to suggest that the enemy was building up to the maximum "all round the clock" effort against the metropolis.

The absence of any attempt to reopen Sunday's serious thrust against London suggests that more experimenting is being done by the enemy to find an answer to the costliness of mass day-raiding.

More than once to-day, enemy formations got so far and then went no further but dispersed and went home.

At times the whole south-east area was completely clear of enemy aircraft.

Goering's Dilemma

Goering's present confusion as to the best way of raiding Britain by day is clear from a study of his tactics since Sunday, but he may be expected to tackle the problem with customary German thoroughness.

Meanwhile he will endeavour to do by night what he has hitherto failed to do by day, namely, destruction of London and other large cities with greater intensity as the chances of invasion fade before the brilliant work of the R.A.F. and the slow march of time.

"Mighty" Chang At Queen's Good Entertainment

"Mighty" Chang had another large and appreciative audience at the Queen's Theatre last night. He kept them in good humour throughout the evening with his patter and tricks, helped by the singing and dancing of his troupe.

Chang's was the dominant personality in the show, but he was equal to his task, many of his tricks being new to the local stage.

Chang's show will run for six more evenings at the Queen's Theatre.

GENERAL WINKELMAN

DUTCH COMMANDER-IN-CHIEF DIES IN BERLIN

It is reliably reported that the former Commander-in-Chief of the Netherlands Army, General Winkelman, has died in Berlin.—Reuter.

General Winkelman, who was taken prisoner after the German invasion of Holland, is the father of Mr. J. Winkelman, of the Java-China Trading Co., Hongkong.

MEXICO AND BRITAIN

Mexico City, Sept. 18.

President Cardenas stated to-day that the Government had been indirectly approached to resume diplomatic relations with Britain. Such a step would not be inconvenient as Mexico was spiritually on the side of the democracies in the European conflict.—Reuter.

BROOKE HAS PICKED EXPERIENCED SOLDIERS

HOME ARMY GENERALS AREN'T RED TAPE MEN

THERE are few old men among our generals to-day. General Sir Alan Brooke, the new Commander of the Home Force, is fifty-seven. His forces are divided into six commands, and their generals, like him, are still in their fifties.

The oldest, Sir Robert Gordon-Finlayson, D.S.O., of the Western Command, is fifty-nine. The youngest, Sir Ronald Adam, of the Northern, is fifty-four. All are young enough to believe in modern methods of war. All are old enough to have had hard experience in the field.

Sir Alan's promotion left the Southern Command vacant and the job was given to Lieutenant-General Auckinleck, who has spent most of his military service in India.

In this war he has already shown his worth. General Auckinleck commanded that grim struggle for Narvik and then the evacuation. He is 56.

The Last V.C.

Major-general D. G. Johnson, of the Aldershot Command, is the same age.

Before the last war he was in China. They told him "Chinese were hard to learn." So he learned it. At the outbreak of the Great War he found a troublesome German machine-gun post. It was hard to take. So he took it. Then one by one he brought back five wounded men under fire.

General Johnson might have got the V.C. for that. He had to be content with a "commendation." But his chance was to come.

It was November 1918. The crossing of the Sambre Canal was going badly until Johnson came up and, indifferent to heavy fire, led his men across. This time they gave him the V.C.—the last one of the war.

Stick Against Sniper

He showed superb courage again when, armed only with a walking stick, he chased a German sniper.

Sir Robert Gordon-Finlayson's Western Command includes Northern Ireland.

Eight times Sir Robert was mentioned in despatches. Spelled in Northern Russia, at the War Office, at the Staff College, in India and in Egypt followed. He came back from commanding the British troops in Egypt to be Adjutant-General to the Forces.

Apples And Lions

His tastes are varied. He grows apple trees with the touch of an expert, and likes to fish the quiet Scottish lochs. He loves the hazards of big game hunting and has faced a wounded rhinoceros and attack by a lion and leopard.

One of his sons is in the Artillery; the other is in the R.A.F.

Sir Ronald Adam is a brainy tactician who served in France, Flanders and Italy in the last war. He has had a great deal to do with the shaping of the modern Army. Mr. Horne-Bellsham made him deputy chief of the Imperial General Staff. He has an untidy desk, but a tidy mind. He is very well read and has a remarkable memory. His friends call him Bill, and he has many of them.

He has the physique and the red cheeks of the sportsman, still plays cricket when he can, and as a gunner officer, in peacetime has hunted the fox over every sort of country.

Silent General

Sir Guy Williams, of the Eastern Command, is silent and retiring. He is 58 years old, a Royal Engineer who has had wide military experience beyond the normal scope of the sapper.

In the last war he was mentioned seven times in despatches, won the D.S.O., and commanded an infantry brigade. Born in India he has served there in many capacities, and the Staff College at Quetta knows him well. So does the Imperial Defence College, where he was instructor for four years.

At the Scottish Command is a typical Scot, Lieutenant-General Robert H. Carrington. Tall and florid, with a clipped grey moustache, he began his army career by fighting with the Royal Field Artillery in the South African War. He went through the Great War unscathed and was mentioned four times in despatches and won the D.S.O.

He was hurt in an accident with a bus at Hyde Park Corner last year.

AUSTRALIAN DEFENCE

NEW ZEALAND ARMY CHIEF ON VISIT TO MELBOURNE

Melbourne, Sept. 18.

The New Zealand Chief of Staff arrived to-day to confer with the Australian authorities on mutual defence and on ensuring the security of the south-western Pacific, including the co-ordination of naval movements and the provision in the British Pacific possessions of bases for supplies and refuelling.

A number of Australian yachtsmen and fishermen are going to Britain to assist in guarding the coastal waters.—Reuter.

U.S. Woman Tells The World—What I Think About Conqueror Hitler

—Dorothy Thompson

DOROTHY THOMPSON, widely read United States columnist and wife of Sinclair Lewis, the novelist, said in a broadcast from Montreal: "This war is really a struggle between Hitler and Churchill."

"On the one side is the furious unhappy, frustrated, and fanatic figure who has climbed to unprecedented power on the piled-up bodies of millions of men."

"He looked across at Britain, and was satisfied. Britain was ruled by business men and bureaucrats. They were cautious men. . . . They were decorous and they were old."

"So they closed their brief case and went fishing or shooting on week-ends. War was unthinkable."

"But in England there was a man, Winston Churchill, who was no longer young, he was in his sixties yet there was something perennially youthful about him."

"His father was the son of the Duke of Marlborough; his ancestors had ended England," and fought her wars, and led her peace, for as far back as any one could remember.

"While he spoke—mostly to unheeding ears—the shadow was lengthening and finally loomed so tall and menacing that all the world could see."

Not Plutocrated

"And then when it was over them with the full darkness of his horror the people of England—the common people of England—lifted Churchill on their hands, crying 'Speak, and fight for us.'"

"And who to-day is the plutocrat? Britain, in whose great houses live to-day the children of the London alums, and whose people pay 47 per cent. of their incomes in taxes?"

"Germany, the great nouveau-riche, kidnapper of provinces, collector of ransoms, stuffed with the delicatessen of the Danes and the Czechs and the Dutch?"

"The plutocratic England you attack, Hitler, is to-day a Socialist State—a Socialist State created without class war, created out of love, and led by an aristocrat for whom England builds no eagles' nests or palaces out of the taxes of her people—a man who cares nothing for money, nor ever has, but only for Britain and for the coming world that a free and Socialist Britain will surely help to build if ever it is built."

"The master of the dyke against world chaos is you, Churchill."

"Around you, Winston Churchill, is a gallant company of ghosts. Elizabeth is there, and sweetest Shakespeare, Drake is there, and Raleigh, and Wellington."

"And when you speak, Churchill, brave men's hearts everywhere rush out to you."

"There are no neutral hearts—except those that have stopped beating. There are no neutral players."

PRAISE FOR CROWN

AMERICAN COLUMNIST'S VIEW OF ROYAL FAMILY.

New York, Sept. 18.

A striking tribute to the meaning of the Crown in Britain is paid by the American columnist, E. Jones, writing in the Louisville Courier-Journal on the King's visits to the raided areas.

Quoting the comment of a London woman who pointed out that the King walked unguarded, the writer says: "In a land where the monarch does not need an armoured car and can take a taxi if he chooses, freedom is real and democracy is something more than a word for politicians to trade with."

"The Royal Family is not a sham but a vital part of what is cherished. Its traditions are part of the greatness of a story that does not propose to take its last chapter from Hitler."—Reuter.

PRECAUTION AFTER BABY ARRIVES

Doctors warn mothers to watch their diet after the birth of a child. The right food is of vital importance to the mother and to the child she is feeding.

The ideal food must be easy to digest and highly nourishing, while preventing constipation. For all these reasons doctors prescribe Horlicks. It builds up strength, promotes restful sleep, does not tax the weakest digestion and improves the mother's milk.

For many years Horlicks has been given to expectant and nursing mothers throughout Malaya, with remarkable success. You can get it from your store to-day. (11)



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FROM LONDON

- SEE—Mr. Churchill Visit Naval Ports.
- SEE—Royal Investiture.
- SEE—Light & Heavy Tanks In Action.
- SEE—Indian Troops In Britain.
- SEE—Great Britain's Giant Navy In Action.
- SEE—Anzacs Arrive In British Ports.
- SEE—The R.A.F. In Action, Actual Pictures Taken While In Aerial Combat, Etc. Etc.

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Miss Li Po-luen Assured Of Breaststroke Title

Excellent Time Returned In Heats

At V.R.C. Yesterday



Miss Li Po-luen
... Challenger
for free-style
titles.



Miss Ko Mui-ling
... Champion

Miss Ko Mui-ling May Offer Outside Challenge

(By "Tinker")

THOUGH spectators were somewhat disappointed that the heats for the 440 yards men's free-style championship of the Colony were made unnecessary yesterday by the withdrawal through a foot injury of Robert Chan, they were nevertheless pleased with the exhibition given by Miss Li Po-luen in the heats for the women's 100 yards breast-stroke.

Winning her heat in the splendid time of 1 min. 25 secs., she is assured of taking first place in the final, for in the second heat, Miss Ko Mui-ling, who came first, clocked 1 min. 29.2/5 secs., which was the second best time of the whole.



Miss Li Po-luen
... Assured of
breast-stroke title.



Miss J. Anderson
... One of the
most improved
swimmers in the
V.R.C.

Major Baseball

CINCINNATI WIN NATIONAL LEAGUE PENNANT

2nd Consecutive Year

NEW YORK, Sept. 18 (UP).—For the second year in succession, the Cincinnati Reds have captured the National Baseball League pennant, and have qualified to meet the American League champions in the World Series which opens on October 2.

The Reds triumphed over the Philadelphia Phillies, and combined with St. Louis Cardinals' victory over the Brooklyn Dodgers their claim to the pennant was made a mathematical certainty.

In the thirteen games left, the Reds can now lose all and allow the Dodgers to win their remaining ten and still win the pennant by half a game.

Scores were:

NATIONAL LEAGUE			
	R	H	E
Cincinnati	4	13	0
Batteries: Vandermeer, Duggs, Baker.			
Philadelphia	3	8	2
Batteries: Mulcahy, Warren.			
(Thirteen innings were played)			
St. Louis	14	17	0
Batteries: Wameke, Doyle, Owen.			
Brooklyn	7	8	4
Batteries: Head, Casey, Tamulis, Carleton, Phelps.			
Chicago	0	9	0
Batteries: French, McCulloch.			
New York	4	8	1
Batteries: Schumacher, Danning.			
Pittsburgh	1	0	2
Batteries: Bowman, Fernandez.			
Boston	4	9	2
Batteries: Tobin, Broskie, Berres.			

Lawn Bowls Teams For The Week-end

The following teams have been chosen by various Clubs for League matches this week-end:

INDIAN R.C.
3rd Div. v. Prison O.C. (home, 2.30 p.m.).
A. S. Smith, M. D. Hassan, A. M. Jahan, A. H. Madar, M. M. Jahan, M. P. Madar, A. G. Sumit, S. M. Sadick, M. Hassan, U. A. Rum-jahn, S. M. Jahan.

HONGKONG ELECTRIC
v. Kowloon R.C.C. (away, 1.30 p.m.).
C. E. Gahagan, V. Sorby, S. Deacon, J. K. Sloan, A. F. Paul, R. C. Butler, G. T. Padgett, G. O. S. Thompson, A. N. O'Neil, R. A. Owens, W. H. B. Munkett, J. P. Lunny.

Women's Golf

COMPETITION IN AID OF B. W. O. F.

The Ladies' Section of the Royal Hongkong Golf Club will hold a Telephones Competition in aid of the British War Organisation Fund, at Deep Water Bay on September 24. An entrance fee of \$1 in aid of the B.W.O.F. will be made.

The Ladies' Section will donate \$2 for every dollar collected, while Lady Macgregor will very kindly give a prize to the winner. The Committee hope that the competition will be well supported. Partners can be arranged, if necessary, at Deep Water Bay on September 24.

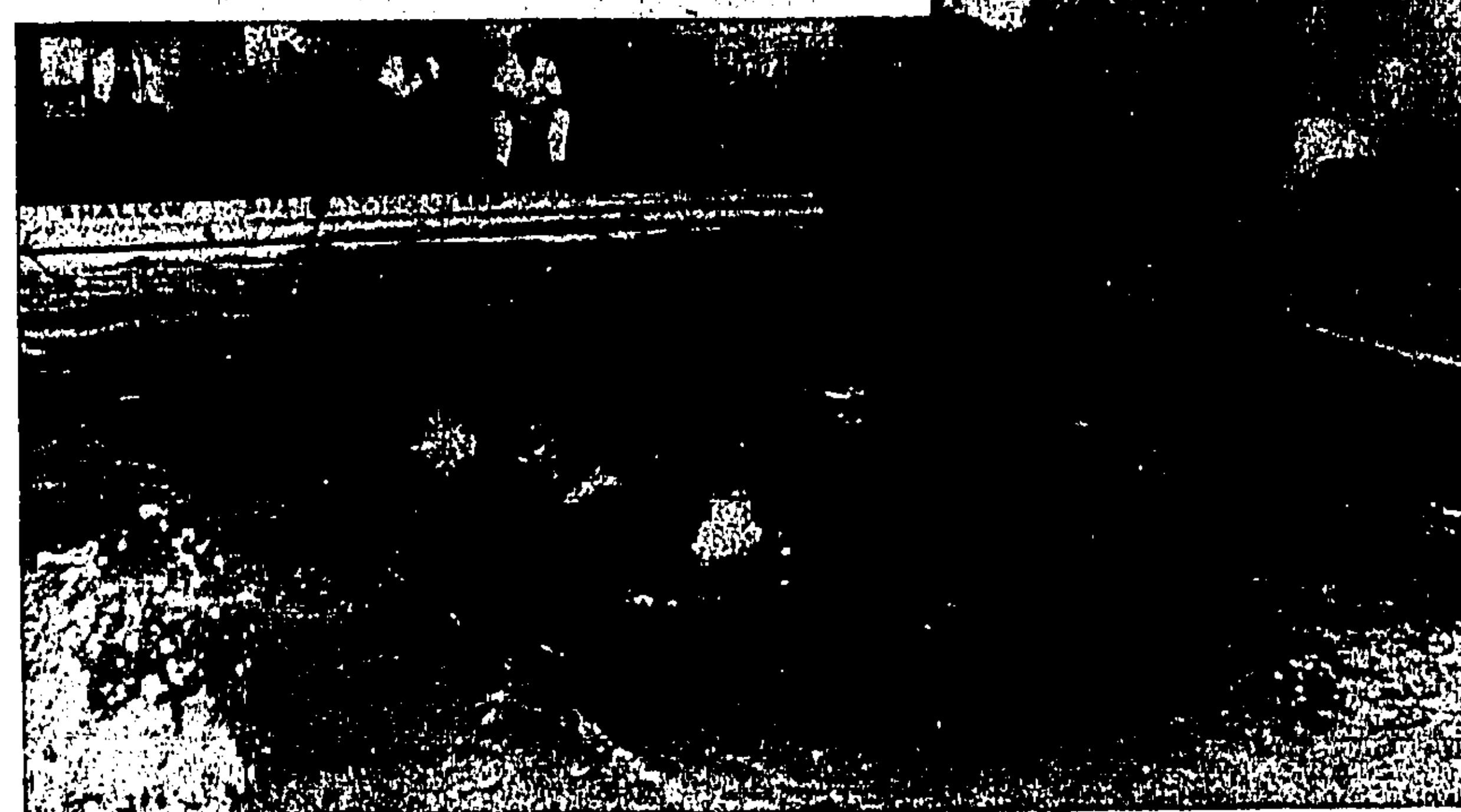
GLOVER CUP WINNER

The Glover Cup for 1940 has been won by Mrs. R.C. Stewart, who beat Mrs. A. Groves in the final.

To-day's Programme

To-day's programme of heats will be:
Men's 100 yards free-style.
Women's 100 yards free-style.
Men's 100 yards back-stroke.
Men's 880 yards free-style.
Fancy Diving.
Men's 200 yards free-style relay.
Women's 440 yards free-style.
But in only three of these events are the entries more than five, and for which, therefore, there will be heats. These are the women's 100 yards free-style, the fancy diving and the men's 880 yards free-style.

100 YARDS BACK-STROKE



Army Championship Heats Yesterday

Close Results Promise Thrilling Finals To-day

THE CLOSENESS of the competition in the heats of the Army Swimming Championships held yesterday at the new Army pool promises that the finals to-day will be as exciting as any. Although all events are relays, individuals were prominent, and foremost was Bandmaster Jordan, who in the 400 yards relay of six, swam last against Signm. Allen and reduced a lead of several yards to win for the Royal Scots by a touch.

A glance at the times in the results below add emphasis to the tight competition that is expected this afternoon. The Royal Scots, on their heats times, seem likely champions, but in the Large Units 200 yards medley relay and the Large 400 yards free-style relay they will be given the keenest competition by the Combined Small Units.

The finals will be held this afternoon commencing at 2.30 p.m., following which H.E. the General Officer Commanding the Troops, Major General A. E. Graessett, will present the prizes.

RESULTS
Results of yesterday's heats (with asterisks denoting finalists) are as follows:
—Heat 1.—114 Wing, Royal Scots (4 mins. 22.2/5 secs.); 2. 12th Heavy Regt. R.A. (4 mins. 22.2/5 secs.); 3. 12th Heavy Regt. R.A. (4 mins. 22.2/5 secs.); 4. 12th Heavy Regt. R.A. (4 mins. 22.2/5 secs.).
—Heat 2.—114 Wing, Royal Scots (4 mins. 22.2/5 secs.); 2. 12th Heavy Regt. R.A. (4 mins. 22.2/5 secs.); 3. 12th Heavy Regt. R.A. (4 mins. 22.2/5 secs.); 4. 12th Heavy Regt. R.A. (4 mins. 22.2/5 secs.).

ANNUAL MEETINGS

Yacht Club's New Premises Appreciated

THE ANNUAL MEETING of the Royal Hongkong Yacht Club was held yesterday on Kaitia Island. The position of the Club with regard to the new Club-house was the subject of the report of Mr. E. Cock, the Commodore. He said that the present was not a fair time to judge the position, when the membership had been reduced by members of active or volunteer service, but there was no doubt that the Club had not launched out when it did, they would not have been able to do so for at least some time after the war.

He had to shift over very much in advance and it has been possible to make full use of the Club for little more than three months. Many of the extra costs have been offset by savings, some expenditure was not foreseen and so far as I can make it out the final result works out at a very moderate figure per head of the membership, while the agreed amount to be borrowed is, as you will observe, not yet reached.

Officers and Committees
The election of officers resulted—Commodore, Mr. N. V. A. Coucher; Vice-Commodore, Mr. G. G. Wood; Rear-Commodore, Major-General A. E. Graessett; Hon. Secretary, Mr. P. C. Sedgwick; Hon. Treasurer, Mr. J. Fleming; General Committee—Hon. Mr. A. L. Shields, Cmdr. R. H. B. Johnston, Capt. C. E. Neve, Capt. J. Krogh, Mox, Capt. A. O. O. Milla, Messrs. S. Berg, J. J. Minnitt, L. Garney, T. C. Fairburn, P. F. MacCabe, A. M. Mox, J. A. McDougal, G. J. P. Carey, P. M. Thompson, T. Swan.
Bailing Committee—Messrs. W. R. Andrews, G. H. Gompertz, J. Forbes, S. Berg, W. F. Webb, Mrs. C. C. Blake, Mrs. N. Potter.
Squad Sub-Committee—Messrs. P. F. MacCabe, D. I. Bosquet.
Bowling Alley Sub-Committee—Messrs. H. Dwyer, J. Forbes, R. M. A. Barnett, H. W. Browne.
Hon. Librarian—Mrs. N. Potter.
Middle Island Club-house Sub-Committee—Messrs. T. C. Fairburn, L. P. Ralph, D. S. Carter.

St. Andrew's Review Of The Past Year

THE ANNUAL general meeting of St. Andrew's Club will be held at St. Andrew's Church Hall on Monday, September 23 at 9 p.m. The report, which will be then delivered, states that main hockey success was confined to the women's team in the Czer Clarke Cup League, wherein the Club finished runners-up.

Second success of the year was that of Mr. W. G. Gillespie who took top honours in the Colony Junior Championship. The League team had not the same good fortune as the previous year.

TABLE TENNIS

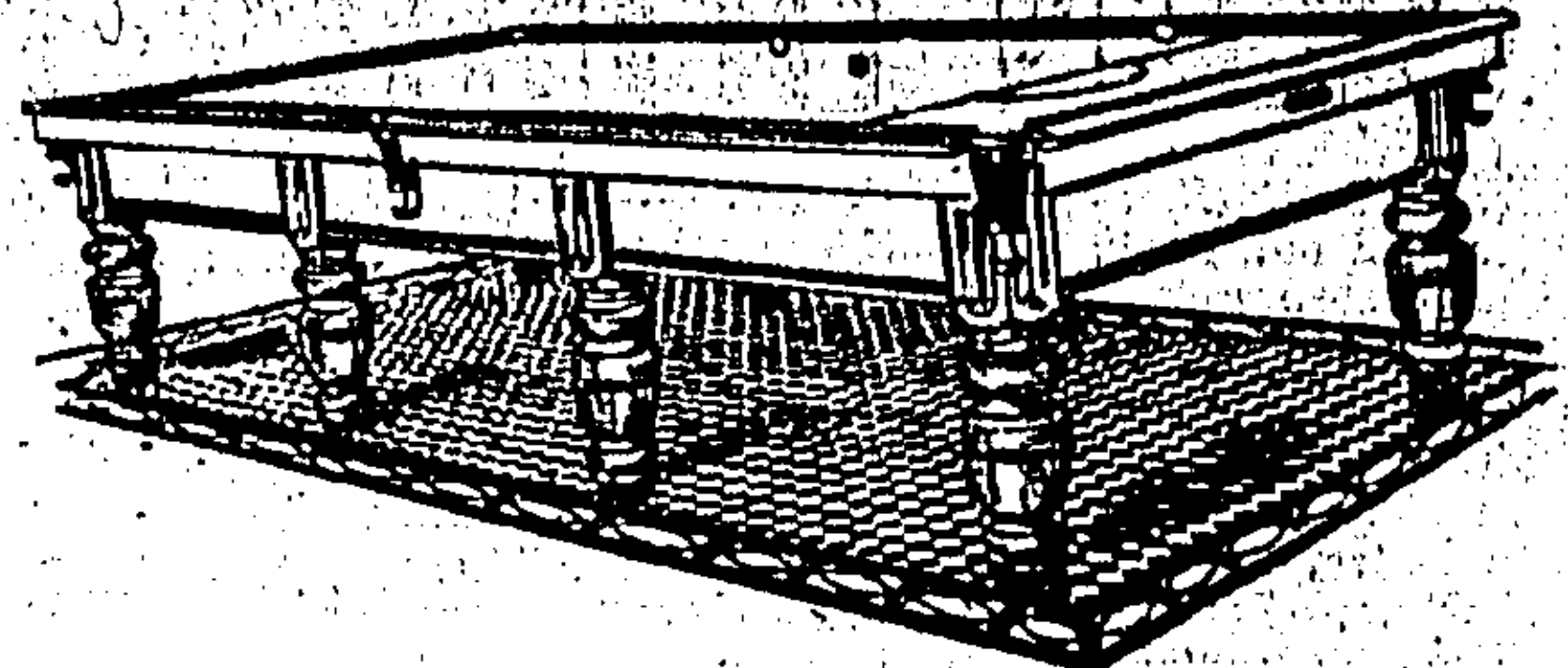
There was a great revival of table tennis enthusiasm, and a Hongkong v. Kowloon match was held from which proceeds the sum of \$110 was given to the "S. C. M. Post" and "H.K. Telegraph" Bomber Fund. A donation of \$50 was also made to the Diocesan Girls' School Building Fund.

The weekly lunch swimming picnics were not as successful as during the previous year owing to the evacuation, though several moonlight picnics by car were well attended. The statement of accounts shows a deficit on the year's working of \$133.23 and a balance in hand of \$301.94. It is mentioned that the deficit is entirely due to subscriptions still outstanding for the year under review. Your Committee are of the opinion that the Club's finances are in a satisfactory state considering the exceptional times that we are going through.

Navy v. Sing Tao

Royal Navy will meet Sing Tao Sports Club in a friendly football match to-day on the Causeway Bay ground at 5 p.m.

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HANDSPRINGS ETERNAL

"Do you gain merit by standing on your hands, Philip, or are you merely giving your feet a rest?"
"But you a good cigar you couldn't do it."
"The attitude would no doubt be a congenial one for a bat or a sloth, but to my eyes, Philip, it lacks elegance and, moreover, contributes nothing to human progress."
"If you must know, I'm celebrating a discovery which will alter the whole course of my life—how to have a good party and feel jolly fit next morning."
"You're not by any chance referring to Rose's Lime Juice?"
"Why—have you heard about it too?"
"Heard about it? There isn't a man on this continent who doesn't know that Rose's is a remarkable therapeutic agent—with the exception possibly of one or two odd people who spend their lives standing on their hands."

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SPORTS ADVT.

THE HONG KONG JOCKEY CLUB

THE SEVENTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 21st September, 1940, commencing at 2.00 p.m. The First Bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE
No One without a badge will be admitted to the Members' Enclosure. Such must be worn throughout the duration of each Meeting in such a manner as to be readily identified. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including tax) are obtainable through the SECRETARY upon the personal or written application of a Member, such Member to be responsible for all visitors introduced by him, and for Payment of all Chits, etc.

The Secretary's Office, 1st Floor, Exchange Building, (Tel. 27794) will close at 11.45 a.m.

Tickets are obtainable at the Club House provided they are ordered in advance from the No. 1 Box (Tel. 21920).

PUBLIC ENCLOSURE
The price of Admission to the Public Enclosure is \$1.00 including Tax, for all Persons, including Ladies, and is payable at the Gate. Soldiers and Sailors in Uniform are admitted Half Price.

By Order,
S. A. SLEAP,
Actg. Secretary.
Hongkong, 16th September, 1940.

NANCY

By Ernie Bushmiller



Men on the March Touched the Old Soldier ALIEN HUSBANDS PARADE FOR HALF-HOUR VISIT TO WIVES

DOUGLAS (Isle of Man).

"I'VE seen some sights in this war," said the returned B.E.F. soldier, "but those alien husbands on the march were the most touching thing I've seen."

He referred to the columns of aliens who marched down the promenade at Douglas on the way to visit their wives for half-an-hour at another port.

They carried bunches of flowers which they had gathered during exercise, mostly wild flowers. "But you should have seen how carefully they were done up, like expensive bouquets."

Looking through the double barbed wire which juts out into the promenade in front of the houses where they are confined is like looking into various compartments of a troubled Europe, and they are there every day on the front at Douglas or Ramsey for anybody to see.

Permission to approach within talking distance or to enter the camp of alien husbands is forbidden, so my observations of their conditions are based on what is open to the observation of any member of the public.

The women aliens, in such resorts as Port Erin, have unrestricted use of the town or village, mingling with the inhabitants; but visitors are not allowed in these areas unless they have urgent business.

Few Sad Faces

As I approached the camp on Saturday night a medley of Cockney songs could be heard. In bathing suits, shorts, slacks and summer clothing the internees were enjoying the cool of the evening from the other side of the wire.

Among that strange assortment of men there were few sad faces. Snatches of English and German conversation came from one camp. English and Italian from another. Many were smoking English pipes and boys were selling newspapers among the Saturday evening throng.

All question of rights or wrongs of their internment aside, they seemed as fit, well and happy as men can be expected to be in the circumstances. Sun-bathing is popular in all camps; sea bathing and football on the beach are daily occurrences.

Butter Not Rationed

Exercise is taken every day by those who like it, in a long crocodile which winds its way up-hill into the country under a military escort.

There is talk of land work being considered for internees. In a camp cafe (called Castle Cafe) a three-piece band has been playing, as if the sloping street were in Salzburg.

The arts seemed to thrive; impromptu concerts are frequent.

Butter is still rationed here, and holiday remoteness from the war still lingers. A more lovely place for the unpleasant business of internment can hardly be imagined.

There are no rumours in this town of camp-Nazi tyranny, or of discontent other than that which one would naturally expect.

Only the enforced idleness of these long summer days seem scandalous and demoralising in a world where so much needs doing.

PEACE IN PACIFIC

Dr. Lin Makes A Novel Suggestion

Honolulu, Sept. 18.

A novel plan for maintaining peace in the Pacific was advanced to-day by Dr. Lin Yu-lang, noted philosopher and writer, when he arrived here on his way to America.

"Instead of America building a two-ocean navy," he said, "I tend to give China the cost of just two of the new battleships and let her use the money to buy a fleet of fast American fighting planes. With them we could keep the Japanese busy in the Far East for years and wear them down financially until they went broke trying to crack out 2,000-miles front. Then America need not worry about the defence of the Pacific."

Dr. Lin said he spent three months in Chungking where he found the morale excellent and the army in good condition, despite its lack of heavy equipment. West China had all the food it needed.

"The Japanese air raids on Chungking are designed to demoralise the people but they have succeeded only in strengthening their morale," he declared. "Japan is rapidly approaching her financial ruin."

DOCTOR'S EXCUSE

Councillor's Comment

CRITICISM of an insurance committee's decision in connection with a complaint of negligence against a doctor was made by a Cambridgehire councillor.

The complaint was made by a widow who alleged that her husband had been neglected by his insurance doctor.

The medical service sub-committee of the Cambridgehire Insurance Committee recommended that, as the doctor was suffering from overwork through an influenza epidemic, no further action should be taken.

When this was reported to the Insurance Committee, Councillor R. Branson said: "This is the first time I have ever heard overwork accepted as a justification or excuse for negligence."

The report said that when the doctor was called at night to see the patient he deferred visiting him until the next day on the report of the district nurse who was in attendance. The patient died after the doctor had ordered his removal to hospital.

Saw Husband Go Down In Trawler

Mined Near Port

Mrs. Johnson, of Rutland-street, Grimsby, waiting at a British port to meet her husband, Mr. Tess Johnson, skipper of H.M. Trawler Campina, saw the vessel sink after striking a mine.

She saw her husband in the wheelhouse. Suddenly he disappeared from view, carried down with the ship as it sank.

Seven other Grimsby men were victims of the Campina. Among them was Mrs. Johnson's son-in-law, Mr. Leslie Good, who was to pay a short visit to his wife and baby.

Invasion Abandoned By Hitler?

Ships Returned To Norwegians

London, Sept. 18. Indications that Hitler has changed or postponed his reported plan for the invasion of Britain are seen in news just brought to London by a trustworthy Norwegian that many Norwegian ships which were commandeered by the Germans have been unexpectedly returned to their owners in the past few days.

The Norwegian arrived by air from Stockholm. He described how the Germans during the past two months had sequestered virtually every seaworthy craft on Norway's shores. A period of intensive preparation and training followed, even including the disembarkation of German cavalry from ships, the horses swimming to shore.

Fishermen and other vessel owners were astonished when the German authorities last week began restoring to their Norwegian proprietors vessels which, it had been assumed, were to carry part of the German army to the British coast.

—United Press.

Food Offensive Fails

London, Sept. 18. The maximum damage to Britain's food supplies from the recent air raids had been one day's consumption of one particular commodity, the Minister of Food, Lord Woolton, stated to-day.

At the beginning of these 10 days or so it was quite obvious, he said, that an attack was being made on food supplies. For the most part the damage had not been more than could be made up if the population said, "We will put this right by going without one meal."

Lord Woolton said that he had asked the local authorities to establish communal kitchens for people who were not destitute, but were forced to leave their homes owing to the raids.

Mines Laid By R.A.F.

London, Sept. 18. The R.A.F. has been busy laying mines in enemy-occupied harbour and territorial waters stretching from the Norwegian coast to the Bay of Biscay. Since the first mine was laid by the R.A.F. in May hundreds of thousands of miles have been flown by aircraft engaged in mining operations.

Over 30 separate minefields have now been laid and thousands of tons of enemy shipping destroyed as a result. Some of the mines were laid within a stone's throw of the quayside of some enemy harbours. There were long reconnaissance flights over the seas to be mined before the minefields were laid.

High Sea in Straits

London, Sept. 18. Lashed by yesterday's 100 mile-an-hour gale, waves in the Strait of Dover were still running high to-day. Later the wind dropped to give place to a strong westerly wind. There was a slight mist over the sea veiling the French coast.

Ambassador Had To Flee From Vichy

Escaped In Sardine Boat

SIR RONALD CAMPBELL, Ambassador to France, has been resting quietly in Gloucestershire since his return to England.

He may well have needed rest. His last few days in France were agonising. When he tells the story fully, it will be more dramatic than Sir Neville Henderson's.

For days he tried vainly to see Pétain or any of the leading Ministers. They refused to see him. It was essential that he should learn the terms of the German armistice—above all, what was to happen to the French navy.

Picked Up Document

At last, almost by force, he reached the presence of Foreign Minister Baudouin. He emphasised the urgency of his need for information. Baudouin began to shrug his shoulders, to "regret" he could not, on the desk between him and Baudouin, a document which looked as if it might contain what he was after.

He picked it up. It did indeed contain the terms. He turned to the second page: here he saw what was proposed for the fleet.

He threw it down on the desk. "My work is done, monsieur," he said. "I must leave."

It is Campbell's personal belief that if he had not got out at once the French, disregarding diplomatic immunity, might have handed him over to the Germans.

His going was in no way made easy. A man who saw him on his way out, at Bordeaux, wrote at the time, "The Ambassador's eyes were sunken into the head with sleeplessness."

He set sail in a sardine-boat. It stank and leaked. For some time, in fog and rough seas, the warship sent to meet him could not find him. When contact was at last made, the sardine-boat was taking in water alarmingly.

Here is one ambassador who knows what it feels like to be a refugee.

NEXT CHANGE KING'S AT THE

Tyrone's a perfectly swell guy...
Linda's a peach of a wife...
But there's something about a secretary...



TYRONE POWER
LINDA DARNELL

Day-time Wife

WARREN WILLIAM • BINNIE BARNES
WENDY BARRIE • JOAN DAVIS

Directed by Gregory La Cava
A 1934 Century-Fox Picture
Reprint of "Day-time Wife" by Gregory La Cava

Very, very romantic...and
gay, even,
than that!



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FOURTH WEEK IN SEPTEMBER

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Asama Maru (starts from Kobe) Wednesday, 2nd Oct.
Nitta Maru Friday, 11th Oct.

SEATTLE & VANCOUVER (Starts from Kobe)

Hie Maru Monday, 23rd Sept.

NEW YORK via Panama.

Sanuki Maru Tuesday, 8th Oct.

SOUTH AMERICA (West Coast) via Japan & San Francisco.

Helio Maru Thursday, 19th Sept.

SYDNEY & MELBOURNE via Manila.

Atuta Maru Wednesday, 2nd Oct.

BOMBAY via Singapore & Colombo.

Kasima Maru Saturday, 23rd Sept.
Tokai Maru Friday, 11th Oct.

BANGCOON & CALCUTTA via Singapore.

Tottori Maru Wednesday, 25th Sept.
Tusima Maru Friday, 4th Oct.

Kobe & YOKOHAMA.

Helio Maru Thursday, 19th Sept.
Kitano Maru Thursday, 19th Sept.

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EDW. G. ROBINSON
Directed by ANATOLE LITVAK
Presented by WARNER BROS.
Francis Lederer - Paul Lukas
George Sanders - Henry O'Neill

LATEST NEWS JUST RECEIVED BY AIR FROM LONDON.

SEE—Royal Investiture.
SEE—Light & Heavy Tanks in Action.
SEE—Indian Troops in Britain.
SEE—Great Britain's Giant Navy in Action.
SEE—Anzacs Arrive in British Ports.
SEE—The R.A.F. in Action, Actual Pictures Taken While in Aerial Combats, Etc. Etc.
ALL THESE LATEST EVENTS BROUGHT TO YOU IN TWENTY EXCITING MINUTES.

NEXT CHANGE Tyrone POWER - Linda DARNELL in
A 20th Century Fox Picture **"DAY-TIME WIFE"**

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SPECIAL SHOWING FOR TO-DAY ONLY!
TRICK PHOTOGRAPHY CREATES ROARS OF LAUGHTER!
It's filled with funny mysterious impossibilities.

POOR TOPPER!
He's in trouble again... with the same ludicrous ghost who wrapped herself in ectoplasm and put him in a fog in 'Topper'. Go along with them on another joyous journey of zany hilarity... with every roaring laugh as broad as the Atlantic!

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TOPPER TAKES A TRIP
CONSTANCE BENNETT - ROLAND YOUNG
BILLIE BURKE - ALAN HODGKIN
JEFFREY TESSLER - FRANKLIN PANBORNE
ALEXANDER D'ARCY - MR. ALIAS

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THE BOY WITH THE VOICE OF LIQUID GOLD AND
THE TOT WITH THE MAGIC SKATES.

You'll wish these two amazing youngsters were your own!

BOBBY BREEN
BREAKING THE ICE
with CHARLIE RUGGLES
DOLORES COSTELLO
ROBERT BARNAT
DOROTHY PETERSON
BILLY GIBBY
CHARLIE MURRAY
and IRENE DARE, The World's Youngest Ice Skater.

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ARMED, DISCIPLINED WORKERS TO FIGHT NAZIS

"GIVE US ARMS," CRY MINERS OF BRITAIN

THE miners of the country want to be armed. This demand was made during a discussion at the Mineworkers' Federation conference on a resolution from South Wales.

The resolution, which was adopted unanimously, urged the provision of air raid shelters for the mining communities, and called upon the miners to support the A.R.P. and L.D.V.

VETERAN OF SEA

Birthday Party To Captain Lossius

A very enjoyable afternoon tea party was held at No. 7 House, Cheung Chau Island, the country residence of Mr. D. O. Silver, on Tuesday. It was given as a surprise and in honour of that doyen of Master Mariners, Captain I. J. Lossius, on the occasion of his 67th birthday. His birthplace, Christiansund, on the west coast of Norway, was completely destroyed by German bombers, when that country was invaded by Germany in April this year, and he has not heard from any of his relations since then.

After nearly seventy years of seafaring from wind jammers to ocean liners, about forty of which were spent in China seas, he has now retired to the island of Cheung Chau, which so much reminds him of his home town. Three years ago he celebrated the Diamond Jubilee of his wedding, but his wife passed away two years ago.

DEATH

STAFFORD SMITH. On Thursday, September 19, 1940, at Shek O, Lucy Kathleen, beloved wife of Fentonby Stafford Smith, Funeral Service at the Colonial Cemetery, Chapel at 5.30 p.m. today. No flowers. (Shanghai papers please copy)

Among those present were—Rev. and Mrs. Sam Doyle, Dr. and Mrs. J. A. Kempf, Rev. H. Davies, Rev. and Mrs. Heiber, Rev. E. Jones, Rev. and Mrs. C. Lawson, Dr. A. Thomas, Mrs. T. Woodward, Mrs. Rex Roy, Mrs. Todd, Mrs. Ziegler, Mrs. Schwindener, Mrs. Gaven, Mrs. Lindell, Mrs. Hill, Mrs. Holden, Mrs. French, Misses Anderson, Gilbertson, Florence Pike, Savik, Wilcox, Beth Harrison, Jean Thomas, Gertrude Raelz, Ruth Skinnens, Elaine Schwinder, Gertrude and Helen Walsh, Hope Lindquist, Dorothy Lockwood, Louis and Mary Ray, and French; also Messrs. Dan and David Ray, Howard Gaven, Arthur Hansen, Howard and Ray Hansen, Whitfield Rankine, Harold French, David and Paul Vincent, David Lindell, and Seaton—Contributed.

Frenchmen In Hongkong

To Help De Gaulle

French residents who are supporters of General de Gaulle met yesterday at the Peninsula Hotel to discuss plans. Those present were on their coat-lapels the emblem of Free France, the Cross of Lorraine. The society numbers about 30.

The meeting decided to despatch a cable to General de Gaulle voicing its support of the liberation of France. The following officers were elected—President, M. Louis Blau; Vice-President, M. A. C. Morant; Secretary, M. E. Strauss; Treasurer, M. E. Grivaud.

A fund to aid free Frenchmen who desire to travel to England to join the fighting forces is to be started. It will be known as the General de Gaulle Fund.

One French resident will leave for England within the next few days to join, and another within the month.

A sum of \$470 was subscribed towards the Fund by members who attended the meeting.

LATE NEWS

It added that there should be the greatest possible measure of democratic administration in these organisations.

Mr. W. J. Suddler, of South Wales, in moving the resolution, said if the future was going to be critical the people must be armed to meet it. Should the enemy come they could not just throw their caps at him.

With the workers of Britain trained, disciplined and armed they could meet any aggressor and stand up to any tyranny.

Mr. Eddy Edwards, the general secretary, asked that districts should report any instances of employers refusing to face their responsibility for safety.

"Give Me A Gun"

Instanting the fine spirit of the miners, Mr. G. W. Daughtrey said a bomb fell in a colliery yard.

A wagon alongside which a miner was working was blown off the road. The man, who was uninjured, said:

"Give me a gun. They can't do that to me and get away with it."

One, Mr. W. G. Marshall, of Scotland, urged that there should be access underground between pits close to each other as alternative means of escape in the event of shafts being damaged by bombs.

The other main topic of the session was pit ownership.

While not departing from its ultimate aim of complete socialisation, the Federation wants immediate measures of Government control in the coal industry.

That was made clear in two resolutions which were adopted. One, from the Midlands, urged that the Government should take over the industry to be controlled by a National Coal Council composed of workers' and owners' representatives, with similarly constituted District Committees.

Planning Future

Lancashire proposed a second resolution advocating that the Government should safeguard both the production and distribution of coal, and deal with the mines on lines similar to those applied to munitions and other war material.

Mr. John McGurk, in moving this latter resolution, made it clear, however, that Lancashire did not mean control of the kind applied to the mines in the last war.

They meant a straight-out demand for the Government to take over the mines—in a word nationalise them, if that were possible.

As the move of the Midlands resolution, Mr. G. H. Jones said it did not ask for the taking over of the mines. That must inevitably come. But as a short-term policy they must begin now to urge on the Government the need for a small number of men to plan the future of the industry on both the production and selling sides.

"At present," he said, "the industry is a chaotic conglomeration of atoms without cohesion or discipline."

Mr. Eddy Edwards, however, saw a danger in both resolutions of going back on the policy of the socialisation of the industry not only adopted by the miners but endorsed by the T.U.C.

Serious Position

The coal trade, he pointed out, was going to be in one of the most difficult positions it had ever faced in its history even if the war finished to-morrow.

With her own production and that of the countries she had captured, Germany now had under her control a production of over 370,000,000 tons of coal a year; while important export markets for us had gone.

"I believe that in the present situation, with at least a proportion of our own people in the Government, we should leave our Socialist plan without any modification in the hope that Parliament may put it in operation."

Both resolutions were remitted to the Executive, and the conference ended.

LONDON'S WEST END WRECKED

Casualties May Be High

London, Sept. 18: German aircraft, in almost continuous raids rising steadily in ferocity, blasted London's West End last night and wrecked one of the world's largest department stores. One bomb struck a subway station in which pedestrians were taking refuge. It was officially stated that the night's casualties might be the heaviest of recent nights.

The raid of 9 hours 53 minutes from dark to dawn, the longest of the war, ended at 6.59 a.m. Only an hour and 16 minutes later, as millions were going to work after, for many, an almost sleepless night, the sirens shrieked again at 7.15 a.m., but the all-clear signal was sounded at 7.30 a.m., indicating that a few raiders had rejected the risk of lurking near London.

As it enraged because the gale had scattered the fleet of boats concentrated for weeks along the Channel for an invasion attempt, the Nazi planes blasted London mercilessly. Bombs were dropped in many different areas in and around the capital, but chiefly fell in the fashionable shopping and residential areas in the West End.

For some hours the raid was far less intense than on the previous three days, but after 2 a.m. the German attack became ferocious, quickly gaining true blitzkrieg pitch. Bombs of all sorts were rained down on areas in Central London and in many places in the outskirts. Casualty reports began coming in from various districts and numerous small fires were reported.

Then crash after crash shook London as relays of planes, flying at racing speed through the shattering barrage, showered whistlers and high explosive bombs, seemingly at random.—United Press.

Both resolutions were remitted to the Executive, and the conference ended.

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The Management takes Great Pleasure in announcing the arrival of 26 New Charming Dancing Hostesses. Dancing commencing from 8 p.m. to 1 a.m. Daily. Tea Dances will be started next Friday the 20th. inst. from 6 p.m. to 9 p.m.

NEWLY DECORATED

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OFFICER DUCK
THE RIVETER
TUGBOAT MICKEY
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THE STORK'S GONE HAYWIRE

His intentions are shady... He's got his eye on the man instead of the lady!

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Hal Roach presents
THORNE (Topper) SMITH'S HILARIOUS NOVEL
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Directed by Hal Roach • Released thru United Artists

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SONIA HENIE

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WHITEAWAY'S

ROYAL AIR FORCE LAYS GREAT SERIES OF NEW MINE-FIELDS

LONGEST (and shortest) LONDON RAIDS OCCUR ON ONE DAY

Special to the "Telegraph"
LONDON has at least seven air raid alarms during yesterday.

By 10 p.m., at least 46 German planes had been brought down.

When the alarm was sounded at 3.13 p.m., it was the 100th occasion since the outbreak of war that London citizens had been warned to go to their shelters.

By a coincidence, says "Reuter", London also experienced the longest and shortest raids of the war during the day.

The all-night raid, which lasted six minutes under ten hours, was the longest. A ten-minute raid during the morning was the shortest.

The seventh alarm of the day was sounded at 4.13 p.m., and the all clear was given at 5.55 p.m.

Shell on Abbey

During one of the morning raids an unexpected anti-aircraft shell fell on the lawn of Westminster Abbey. For a while, until investigation was made, it was thought that the shell was a bomb. The shell was removed to safety and no damage was done to the Abbey.

Only sparse reports of the latest raids have been received from London. But Berlin reports that the Luftwaffe shot down 172 barrage balloons in the course of the day. Many of these balloons, says DNB, were shot down over the continent, to where they had been carried after they had been torn away from their moorings in England by yesterday's strong gales.

DNB claims that numerous new fires are raging in London.

Balloons Over Sweden

Stockholm confirms that a large number of the barrage balloons have gone astray as a result of the heavy gales of the last 48 hours.

Some fifty of these balloons have been sighted over Sweden. Trailing wires have caused considerable damage, disrupting railways and tram services, smashing windows, telephone and light services.

Swedish planes have had to go in order to shoot down the drifting balloons.

300 Raiders Take Part

Further accounts from "Reuter's" correspondents regarding yesterday's air battles indicate that a great force of raiders, numbering about 300, TURN to Page 2, Column Four

NARROW ESCAPE For Japanese In Nazi Air Raid

SPECIAL TO THE "TELEGRAPH"

LONDON, Sept. 19 (Domei). A large number of Japanese, including Major General Tatsuami, Military Attaché to the Japanese Embassy, and Mr. S. Karamura, Embassy Counsellor, had a narrow escape from death during the Nazi air raids to-day.

A party of 40 Japanese were in a hotel whose facade was damaged when a large German bomb struck the road just in front of the building. The bomb made a crater over ten feet in diameter.

The Japanese Ratepayers' Association building was slightly damaged last night. It has been temporarily evacuated.



TANK ARMY

Britain is building a great tank army to defend herself against invasion. Here is one of the newest tanks on manoeuvres.

Indo-China Situation May Take A New Turn

Japanese Fear French Army

Special to the "Telegraph"

HANOI, Sept. 19 (UP).—Informed quarters in Hanoi said to-day that French Indo-China is basically inclined towards the de Gaulle movement.

It is believed, however, that Great Britain is not anxious for Indo China to swing over to de Gaulle immediately, due to the obligation to defend Indo-China that such a step would impose at a time when Britain must face a potential Nazi blitzkrieg.

French circles in Hanoi undoubtedly favour friendship with Britain.

There is apparently a unanimous feeling among the French people that the one big necessity is unity against Japan and for this reason the question of whether loyalty should be to Vichy or de Gaulle has been tacitly shelved.

The French have indicated that an agreement with Japan is near, but it is believed further negotiation will be necessary even after the agreement is signed.

The agreement under negotiation is similar in principle to that signed between Vichy and Japan.

Japanese Fears
The Japanese apparently fear that the French Army in Indo-China may hold out even if Admiral Decoux, the Governor General, signs an agreement with Japan.

Informed quarters believe that General Martin, the Commander-in-Chief of the French Army, would prefer to resist the Japanese instead of the Chinese.

Meanwhile, Japanese stores in Hanoi have closed and many Japanese continue to evacuate to Halphong, where Japanese ships are waiting to take them off.

The remaining members of the Japanese Mission have their bags packed in readiness for a quick evacuation if it becomes necessary.

New Chinese Action

SPECIAL TO THE "TELEGRAPH"
CHUNGKING, Sept. 19 (UP).—Following the dynamiting of the International Bridge at Laitoy and a section of the railway inside the Yunnan border, the Chinese military authorities have put the remainder of the Chinese section of the Hanoi-Kunming Railway under military control.

Preparations are under way to evacuate Central Government organisations from Kunming to Szechuan province.

National school organisations and universities may also be evacuated. Simultaneously, the Chinese authorities are doing their utmost to evacuate civilians from the big cities in Yunnan.

Mr. Hull's Statement
WASHINGTON, Sept. 19 (UP).—Mr. Cordell Hull, the Secretary of State, said to-day that the Japanese Ratepayers' Association building was slightly damaged last night. It has been temporarily evacuated.

TURN to Page 2, Column Five

NAZIS BOAST OF BRUTALITY

Indiscriminate Bombing

LONDON, Sept. 18 (Reuter).—The German official news agency, which earlier to-day claimed that bombs were dropped last night on "targets of military importance," does not now try to hide Germany's deliberate bombing of civilians.

This agency now claims that the "Luftwaffe has destroyed the entire residential districts of Eastern London."

Commons In Secret

LONDON, Sept. 18 (Reuter).—The House of Commons had another secret session to-day.

Enormous Air Losses Suffered By Nazis

LONDON, Sept. 18 (British Wireless).—The Air Minister, Sir Archibald Sinclair, to-day gave details of German and British air losses since August 8 when the blitzkrieg started.

The R.A.F. had lost 621 machines of all types—fighters, bombers and general reconnaissance machines.

The Nazis during the same period had lost 1,867 while their losses in air crews amounted to over 4,000 and the R.A.F. to less than 600.

In air fighting in the Middle East during the same period, the R.A.F. lost 15 aircraft but had destroyed 56 Italian planes.

Further, these figures of enemy losses referred only to confirmed German and Italian losses, and the number of unconfirmed losses or aircraft damaged was very large, he concluded.

POLISH PILOTS DECORATED

LONDON, Sept. 18 (Reuter).—Members of the Polish squadron which destroyed 71 German planes in 18 days, were decorated to-day by General Sikorski, the Polish Prime Minister and Commander-in-Chief.

Sixteen airmen received the Polish equivalent of the D.S.O. and four the equivalent of the Military Cross.

CALCUTTA, Sept. 18 (Reuter).—The Bengal Government has contributed £7,500 to the fund for the relief of London air raid sufferers which was opened by the Mayor of Calcutta.

IMPORTS TO SPAIN

British Agreement

LONDON, Sept. 18 (Reuter).—It is learned that an agreement has been reached between the British and Spanish Governments regarding the amount of imports of oil into Spain.

It is officially regarded as satisfactory to both sides.

Further steps to tighten the blockade were announced to-day.

Shipping Black List

The Black List of shipowners is in future to contain a list of their ships which will not be granted facilities in British ports nor ships' navies.

The new discrimination list will include the names of ships which have committed blockade offences and are considered to be potential blockade runners to whom Britain is not prepared to grant any facilities.

This is to enable neutral traders and exporters to know which ships not to use.

NAZI PLAN FOR INVASION RECEIVES FRESH UPSET: MORE BARGES BLASTED

Special to the "Telegraph"

ROYAL AIR FORCE bombers continued to attack invasion barges and Nazi shipping concentrations along the coasts of France, Belgium and the Netherlands yesterday.

Germany itself was also raided.

At least two German supply ships were sunk at Cherbourg. Other shipping and military stores were damaged.

Daylight attacks were carried out on the port of Ostend, shipping off Zeebrugge, a convoy of barges off the Dutch coast and the aerodrome at Ijmuiden, says a "United Press" message.

FROM NORWAY TO BISCAY

In addition to these attacks on the Nazi concentrations, the R.A.F. has, in the past few weeks, laid an entirely new mine-field off the coast of Europe.

Beginning in enemy-occupied harbours and territorial waters in Norway, the new mine-field stretches to the Bay of Biscay.

Over 30 great mine-fields have been laid in this manner, says "United Press."

It is known that hundreds of thousands of tons of enemy shipping have been destroyed through contact with the mines, many of which are laid within stone-throw of the quays in some of the enemy-occupied harbours.

"United Press" quotes the authoritative New York Journal "Iron Age" as reporting the receipt of reliable information from Germany, to the effect that some German steel plants have been severely damaged by bombs.

A late communiqué issued by the Air Ministry in London states that aircraft of the bomber command have launched heavy and sustained attacks on the ports of Hamburg, Antwerp, Terneuzen, Flushing, Zeebrugge, Dunkirk, Calais and Boulogne.

AFTER WAR IS OVER

Japanese Prediction

SPECIAL TO THE "TELEGRAPH"

TOKYO, Sept. 19 (Domei).—The prediction that the world would be divided into four hegemonies after the European War was made this morning by the "Kokumin Shimbum," the Japanese Army organ.

The European sphere, says the paper, will become a hegemony under Germany. The Soviet and the United States will maintain control of their spheres and Japan will be the centre of "the great East Asiatic sphere."

The paper urges the Japanese Government and people to get on with the construction of the great East Asiatic sphere of common prosperity, including the South Seas regions (Netherlands East Indies, etc.), without paying attention to obstruction or intervention from Britain or the United States.

"Japan must be compelled to prepare against the worst eventuality," the Army organ says, referring to British and American opposition to Japan's plans for French Indo-China.

Shanghai Shooting Incident Protest

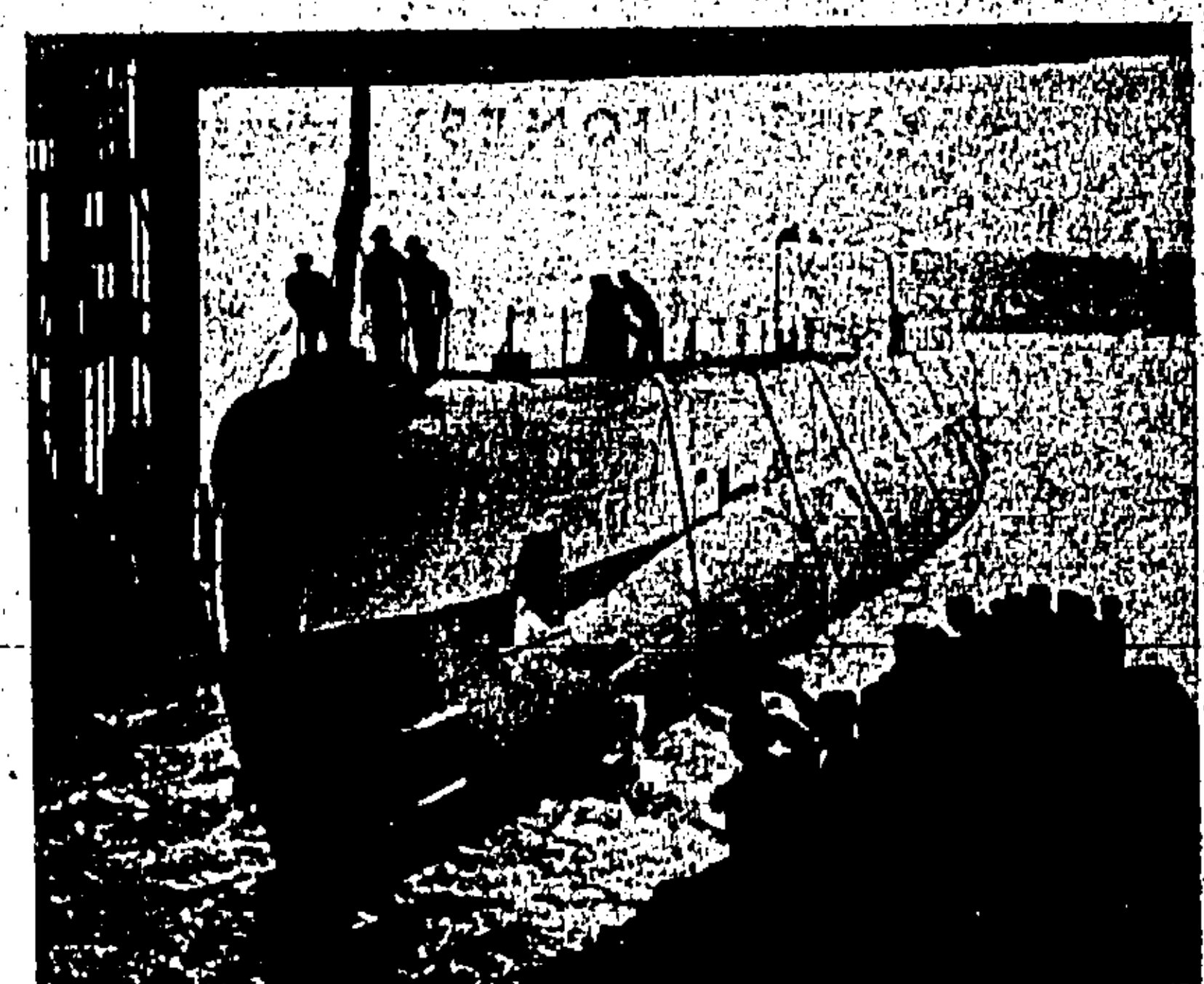
SPECIAL TO THE "TELEGRAPH"

CHUNGKING, Sept. 19 (UP).—The Chinese Government has lodged a strong protest with the International Settlement authorities in Shanghai regarding the shooting incident in the internment camp for Chinese soldiers.

An immediate investigation is demanded and the International Settlement authorities are requested to take steps to see that the incident will not be repeated.

Better treatment for the internees is also demanded.

Generalissimo Chiang Kai-shek has expressed great concern over the incident.



H.M.S. Narwhal's Launching

Minelayer Submarine Lost, Admiralty Fears

LONDON, Sept. 19 (UP).—The Admiralty announces that the 1,520-ton mine-laying submarine, Narwhal is considerably overdue and must be considered lost.

The Narwhal was a sister-submarine of Grampus and Rorqual, well-known in Hongkong before the war. They were known as "Porpoise" class ships and were considered one of the most successful classes of submarines.

Built by Vickers-Armstrong in 1933-35, Narwhal was commissioned in March 1936. She cost £349,366 and is the 17th British submarine lost during the war.

The July, 1939 Navy List shows that her complement then included the following: Lieut. Comdr. H. R. Cpnway, Lieuts. C. S. Green and A. W. Langridge, Lieut. (E) J. E. Ackery, Sub. Lieut. H. R. W. Twynam. It is possible that there have been some changes since the outbreak of war.

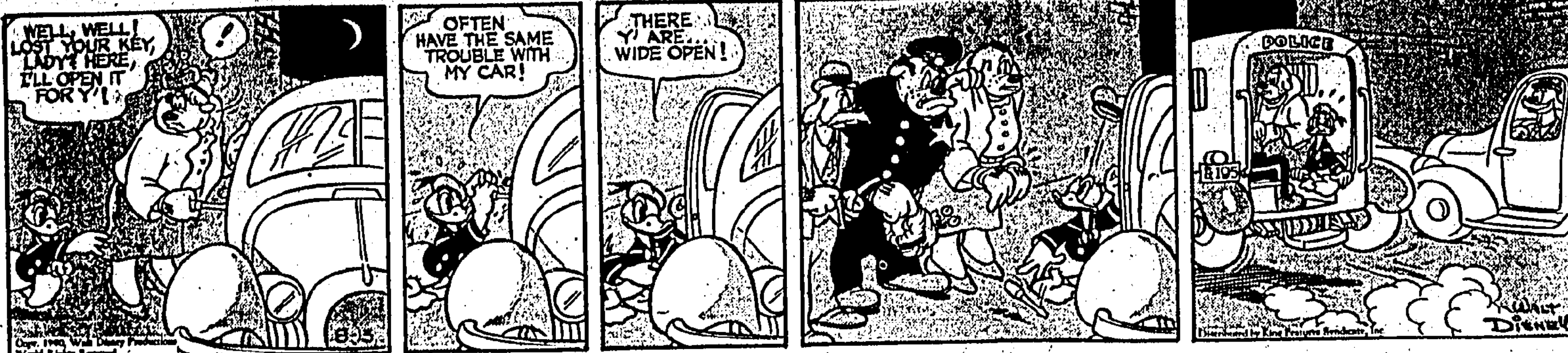
LATEST

Record Production Of Munitions

LONDON, Sept. 18 (Reuter).—It will not be long before munitions will be passing out from Government training centres for munition production at the rate of 250,000 to 300,000 a year, said Mr. Ernest Bevin, the Minister of Labour, speaking in London to-day.

Saying that the present long hours of work were to be regarded as a spur, as it was impossible to keep them up, Mr. Bevin said, the work people's achievement in intensifying the output by working long hours would stand out as one of the most wonderful in Britain's industrial history.

DONALD DUCK



By Walt Disney

"THE WINNING SPIRIT"
IS WITHOUT A DOUBT
NAPIER JOHNSTONE
FINE O.M. CLUB WHISKY
WHY PAY MORE WHEN
YOU CAN BUY THIS
SMOOTH SCOTCH FOR:—
\$5.75 per bot. \$6.00 per c/s
of 12 bots.
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MAGAZINE PAGE

AIR RAID WARNINGS

• Some people have heard them almost daily, others only a few times since war began. Here is the man who gives the signal.

AIR CHIEF-MARSHAL SIR HUGH DOWDING, Commander-in-Chief, Fighter Command, and his staff are responsible for giving the signal to sound the sirens.

Just as it's his job to tell the anti-aircraft when to open up—to tell the various stations when to send up the fighters to intercept enemy planes.

As boss of the Ministry of Home Security, Sir John Anderson supervises the sirens and the men who sound them. But he doesn't give the word for the siren symphony.

Sir Hugh Dowding's Fighter Command is the final deciding factor between you and the wailing warning, but the chain starts a long way back and the sequence of links goes on a long way past Sir Hugh.

THE first link is the lonely observer Corps—the unsung heroes of Home Defence. Unseen, enthusiastic men whose job is never ended.

Throughout Britain, on marshland and moor, men who are usually a bit beyond the fighting age are listening now in improvised hideouts, listening for the well-taped drone of enemy warplanes.

They have to go to desolate places to get the quietness for their job.

They work the super-tuned sound detectors—equipment more sensitive than the human eardrum, a hundred times magnified. Lonely weeks and months the Observer Corps spend waiting and listening in the stillness of the day and night, often planted in the midst of swamps or perched on bleak, windswept hills.

They have phones direct to the local Observer Corps centres, from where a coded flash goes to headquarters.

Flash again and G.H.Q. of the Fighter Command—the Spitfire, Hurricane and Defiant boys—know all about it. Up go the pursuit planes and out go the signals sent by the chief of A.R.P. stationed at Fighter Command.

First it's a confidential warning for the firemen, the ambulances and the rest of the great anti-raid network to stand by. You, as a member of the general public, won't hear of these. We may have half a dozen of these in one district in a night when our fighters are busy chasing the tip-and-run bombers.

But if the raid is in earnest on your part of the country, then the "action" signal is sent out and the warning is given.

The noise is part of the game. Engineers took years to find the ideal wall. It has to be arresting, startling, something to make you stop, listen, and heed the warning.

Factory hooters, blast whistles, klaxons were all tried in turn. They sounded too much like the noises we've tuned our ears to.

The siren has a simple mechanism and costs £40 to £50. It is sold by private firms to those with authority to buy—A.R.P. authorities, police and local councils.

It's like a small beer keg with both ends open. In it is a rotor. It whizzes round at high speed. Air, squeezed through minute holes, does the rest.

THE men of A.R.P. are the remaining links in the chain from observer to you.

The people who work the sirens are the police. A few are operated by air-raid wardens and some by chosen factory hands.

The siren drum is in some high place unscreened, usually on the roof of a police station or on a pole beside a police box. Wires connect it to the switchboard below; others take the electric current from the mains.

In country districts the siren keg is on a warden's house, in industrial areas on factory walls. Some are remotely controlled by a central switch many miles away.

The switchboards are in the communication rooms of the stations, or in the police boxes.

Now, the people who work the switchboards have to be there day in and day out in shifts. There's not been a second's break since September 3.

Their job is a simple one, ruling out the yawning. On the board are two switches, slightly larger than the average house-switch.

One sets the siren going, the other the auto-wailer. It's the auto-wailer that gives you that sinking feeling. Housed in a separate box, it gives the wailing, intermittent note.

They put that switch on only when the signal comes along for "action." It stays on for two minutes. When the "raiders passed" is given, only the single siren switch is operated and you don't get the wail.

Basil Cardew

Doctors Have Halved The Casualty Lists

PHILIP JOHNSON

Describes A Medical Revolution

Among the casualties which arrived at a South Coast port during the miracle of Dunkirk was a Chinese steward from an English destroyer.

The surgeons needed only one glance at him. "Hopeless," they said, and turned away to those other men in which they had at least a chance of saving life.

When, some hours later, they had come to the end of their work, the Chinese steward was still just alive.

They operated. Three days later the man sat up in bed, and smiled.

I HAVE told that story because it illustrates a great truth.

Britain is equipped to-day to deal with casualties, whether among the civilian population or among the Services, in personnel, in skill and in apparatus on a scale undreamed of in the last war.

All the great hospital resources of the country have been brought within the Ministry of Health's Emergency Hospital Scheme. Many of them have been extended and improved.

The finest medical skill of the country, enrolled in the Emergency Medical Service, is at the command of the Government, for treating both air-raid and military casualties.

Estimates, of course, in such matters, can be little more than guesses, but it is worth while giving the opinion of half a dozen famous physicians and surgeons with whom I have talked of the subject.

Their view was that, if in the war of 1914-1918 we had had the medical service ready to use that we have to-day, and could

have allied to it the skill we have now acquired, our fatal casualties might well have been less than 40 per cent. of what they were, and injury would have been robbed of half its terrors.

The names of the men and women who have achieved this revolution in our treatment of the injured will, perhaps, never be known. They are to be found in the research laboratories and hospitals all over the world, and particularly in England.

WHEN war broke out in 1914 we knew practically nothing of casualty treatment. In those early days, for instance, 80 per cent. of the cases of compound fracture of the thigh, died. By the end of war, the figure had been reduced to about 20 per cent. To-day it would be even less.

All the lessons we learned in the last war are now in use. We have not dropped one of them; and a quarter of a century of practice has taught us more.

In those intervening years, the history of thousands of cases has been studied and re-studied. Science and research have been advanced. And then, two years ago, acknowledged experts in their own spheres, spread the new knowledge among the doctors of Britain in an intensive course of lectures and instruction.

It is a commonplace that in the last war shock due to injury was a more frequent cause of death than the actual local injuries themselves.

To-day, the Royal College of Surgeons has gone a long way towards mastering the problem of shock.

The Medical Research Council established a "Shock" Committee. Its findings are to be published almost at once. Already they are being anticipated in practice.

We know now that shock must be treated at once if treatment is to be successful.

We deal with it in the First Aid posts by keeping the patient warm, giving him hot drinks, perhaps treating him with morphia. In the hospitals there are special resuscitation wards where those dangerously shocked have been almost literally brought back to life.

Blood is electrically heated. Intricate oxygen plant is available—oxygen has been found to be one of the most important agents in treatment of shock—and, last of all, there is blood transfusion. Even in the last few months, the art of blood transfusion has progressed beyond all knowledge. Our new technique saved thousands of lives in France in the early part of the war; it saved hundreds of others at Dunkirk.

Mr. Malcolm MacDonald, the Minister of Health, lifted the veil a little the other day when he told the world of the dried powder made from a constituent of blood which can now be used.

Think of this of dried milk, and then of the many times greater quantity of liquid it will make. The miracle of dried plasma is like that. Enough of it can be carried in a large suitcase for a thousand men. It can be carried to the most advanced posts in the field. Men can be treated with it on the spot.

ADVANCE has been made, too, in the treatment of wounds by immobilising them in plaster of paris. This technique is supposed by many people to have originated in the recent Spanish Civil War.

It was invented many years ago by Dr. Winett Orr in America. What the Spanish surgeons can claim is that, faced with numerous casualties, they improved and developed the Orr technique. A few weeks ago I was talking to a friend in an emergency hospital. She was a woman of many years' experience in one of the great London hospitals, and she was not one given to overstatement.

"Come and see the miracle," she said to me. She led me to a ward and pointed to the men in the beds. "Burns," she said. I asked where, for, to my untrained eye at least, there was no sign.

"That," she replied, "is the miracle." These men, she told me, had come back from France very severely burned. It was unbelievable that they could live; and if they did live—as it seemed to her—their plastic skill would fail to move.

Yet, here they were, practically unmarked.

AGAIN, the new treatment: treatment with tannic acid by methods unknown until recently; and, for the bad cases, burned all over, saline baths in which warm saline water is kept constantly running over the burned body for hours on end, till the sepsis is washed away, the pain lessened, and the wounds begin to heal almost as one watches.

It is one thing to restore a limb; it is quite another to restore its use. In the last war Sir Robert Jones started centres for the treatment of fractures and similar injuries.

To-day, were he alive to see it, he would scarcely recognise his work, so great is the development that has taken place.

In England to-day the Ministry of Health has nineteen main centres in which to teach soldiers, sailors and airmen how to regain the use of their maimed limbs, and 70 or more smaller centres where the work is equally well practised.

SPECIAL units have also been set up by the Ministry for the treatment of chest and head injuries—some of them mobile, so that there may be no need to move a man with injury to both head and chest, when to do so would prove fatal.

New German Fighter

By C. G. GREY

BECAUSE of the short nights the bombing of German aircraft factories by the R.A.F. has not been so extensive as it might have been.

The Heinkel factories at Oranienburg and Rostock, the Messerschmitt factories and the B.M.W. motor factories in Bavaria, and the Daimler-Benz factories at Stuttgart, have not yet had attention.

So far most of the bombs have been delivered to the Focke-Wulf factory near Bremen.

There the chief new product is supposed to be a small monoplane, which is driven by a pusher airscrew (a propeller proper—nearly all airplanes are driven along by a tractor airscrew in front).

The pilot sits in front in a sort of pulpit, with six or eight guns round it, which would throw a cone of fire, instead of a converging flat plane of fire, as do our eight-gun fighters.

It was designed by Mjnhner Slot, in Holland, before war was declared in 1939. It has a Daimler-Benz motor of 1500 h.p. Those who have seen it say it is very fast and manoeuvrable—unlike the fast but clumsy Messerschmitts.

Mr. Slot designed a so-called "fool-proof" light airplane some two or three years ago and brought it over here to demonstrate it, but nobody wanted it. But he did not propose, then, to make a high-power fighter of it. And if he had done, so nobody here would have believed him.

Other information is that the Germans are making high-level (so-called "stratosphere") bombers, to come over here at 35,000 feet or so, where searchlights and guns are not likely to reach (or, at any rate, hit) them.

From that height their bombing is not likely to be at all accurate—a great consolation for those who live or work in their targets, but not for those who live within a radius of some miles. From that height a couple of miles away would be what marksmen call a "near outer."

Nothing has been heard for months of little General Udet, one of the world's best fighting and charge pilots, who was put in aerobatic planes, much like the American Boeing "Flying Fortress" which Udet scrapped the lot, or told the makers to sell them as air-liners, and went in for high-speed Heinkels, Dorniers, Messerschmitts and Junkers.

If Udet has been sacked, perhaps the "Flying Fortress" faction has come back, and is going in for promiscuous plunging from great heights, because Udet's preference for accurate dive-bombing and medium level work through accurate bomb-sights against definite targets has cost so many casualties, thanks to our fighters and A.A. gunners.

High-level bombers are going to be much harder for our fighters to find and attack in the dark. Which merely adds weight to the argument that the best way is to attack them at source—as our tax attacks Lord Trenchard's argument ever since war was declared.

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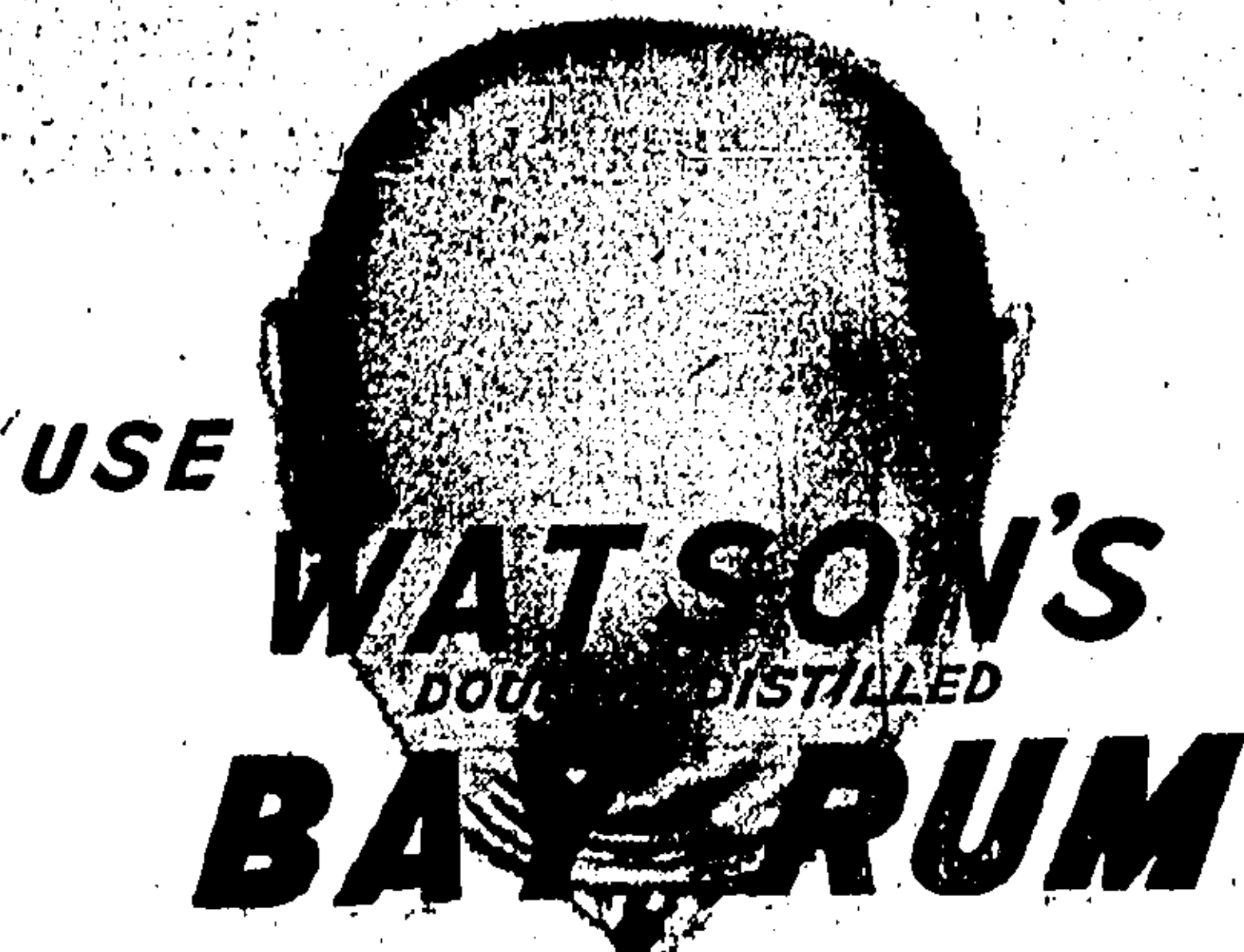
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DEATH

STAFFORD SMITH. On Thursday, September 19, 1940, at Shek O, Lucy Kathleen, beloved wife of Fentonby Stafford Smith, Funeral Service at the Colonial Cemetery Chapel at 5.30 p.m. to-day. No flowers. (Shanghai papers please copy)

The Hongkong Telegraph

Thursday, September 19, 1940.
 Wyndham St., Hongkong.
 Telephone: 20015

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Food In Europe

Economists and others are busily discussing the European food situation, a question which is naturally one of the first importance on account of its bearing upon the probable length of the War. The findings of such an expert authority as Mr. John Black, consulting economist in the United States Department of Agriculture, should help to form a tolerably clear picture of the food conditions in most of the countries of Europe. In a recent essay he has supplied detailed figures relative to the chief foodstuffs in store or in course of production in European lands, exclusive of Russia, which is an unknown quantity and not likely to figure largely in the present situation.

Wheat, it appears, is about seven hundred millions of bushels short. In the Balkans and Germany, crops are below average, while Italy and Spain will have enough and France nearly enough for next year's needs. Rye, barley, and oats have been reduced somewhat, but not so severely as wheat. Europe, although it has more cattle, hogs and sheep than all North America, normally imports large quantities of beef, mutton, butter, cheese, and lard. Hogs and beef cattle are now being slaughtered more rapidly than usual. Each country grows almost exactly the amount of potatoes that it consumes. There is a deficiency of fats and oils. All this adds up to show that Europe may eventually manage to endure until the 1941 crop is harvested. To achieve this, live-stock must be slaughtered freely, wheat and rye must be reserved for bread uses, and large quantities of barley, oats, and corn devoted to direct human use. It will be a close squeeze, however, even assuming a much more equal distribution of the present food supplies than has prevailed in the past; obviously a very large assumption, as soldiers are pretty sure to fare better than industrial workers. In Mr. Black's opinion the total situation is that an effectively blockaded European continent will mean that a great number of people in some areas will suffer from want of food.

The economists are not the only people in America that are talking about the European food situation. The friends of Germany in the United States have learned a new tactical method. They no longer dwell with pride upon Germany's invincible economic self-sufficiency. Their favourite topic now is the evil plight of the Danes, Dutch, Belgians and French, owing to the scarcity of food, brought about of course, not by the invading Germans, but by the British blockade. The story is that if Great Britain can be induced to allow food to enter Europe, the Germans are prepared to give all kinds of undertakings that it will reach the hungry and distressed populations and will not be appropriated to the use of the German army.

The proposal that Great Britain should relax the severity of the blockade, thus laying aside one of

Pilots' stories tell just how good our planes are

By O. D. GALLAGHER

ONE thing the men and boys of the R.A.F. hate—bally-hoo about themselves. Reckless praise for their exploits makes them mad.

They can't stand tales that give the impression they go out a-hunting the Luftwaffe of a morning—come gaily back to lunch with half a dozen Messerschmitts spitted on tooth-picks.

Makes it very difficult for reporters, because, broadly speaking, that is the set-up.

Almost every day comes a report of our R.A.F. meeting numerically stronger Luftwaffe formations. Almost every day our men stay behind to fight and live to fight again another day. This sort of thing is likely to be their daily bread for some time to come.

And that's why they resent too full some praise. It suggests they are having a high old time. They're not. Exaggerated praise makes a Spitfire pilot say: "Aw, roll!" There's a serious job hard and probably long.

So here is some authentic background on one of our Spitfire stations.

PUT twin brothers, say, in two specially picked suits. One with knife-like creases in his pants and a buttonhole in the lapel; the other in pants like empty coal sacks, and sleeves out at the elbows. Twin No. 1 is going to feel a hundred per cent more able to face the world than Twin No. 2, isn't he? Well, change the suits for fighter planes. Change the twins for the R.A.F. and the Luftwaffe. In Spitfires and Messerschmitts (of any type) you have an almost perfect analogy.

Our Spitfire boys enjoy a confidence in themselves that the Luftwaffe pilots cannot have. And, anyway, our boys have better training.

As one said to-day: "You get a good feeling when you've got two or three Me's on your tail. You just pull out the plug and shoot ahead! They can't touch you."

FOR these boys the war started on May 20, Dunkirk. The days of waiting before that are a nightmare to them. The group captain (they call him "Groupers" or "The Old Man") told how one of his boys first found the war.

"He was one of the poor blokes stooping around looking for the odd Jerries who used to come over. They all got absolutely browned-off (bored stiff). Then it started. The R.T. (radio telephone) was on in my office. He just about blew it wide open shouting: 'God Almighty! Tally-ho! Herdies of them!' He went sailing in singing at the top of his voice."

The war had really started for the Spitfire boys.

Another came back after a fight. He was alone. On the camouflaged tarmac his squadron's intelligence officer was waiting, but it was some minutes before he could get anything out of the fighter. He sat in his tight cockpit, eyes bright, grinning, saying: "God, they're easy! God, they're easy!"

holes in the old kite, but it was too late, 'cos I was off home again."

Three Me's in sixteen seconds... That's the firing capacity of a Spitfire.

THEY told me they can usually tell when a chap has had a bad trip. "If a chap's had a lousy trip he gets a bit brassy-off (cantankerous). Probably squawks at lunch in the mess about having to forage (go to the big hotplate and fetch his own food). Nothing unusual about this. Don't think the boys are temperamental; chiefly because there's a limit to the amount of prima donna stuff the C.O. can take.

"But it was the same in the last war. Chaps home on leave were apt to make a rumpus because the breakfast coffee was cold, or something. It has to do with coming back safe once more. A minor rebellion because everything isn't perfect."

ONE "exactly-how-it's-done" story from our Spitfire Patrol:—

"Jonah," a twenty-one-year-old, "was there three of us. We were about ten miles out at sea. Our section leader was high up—in sight of land. We were down in the mist, in sight of each other. I saw a Heinkel straight ahead. I don't think he saw us, because he seemed to be concentrating on our leader up aloft. The feller with me (on the outside of the formation) went straight in, and I followed when the Jerry broke away.

"His wheels came down. I fired for six or seven seconds. He did a stall turn to port, and I flew off again into the mist. Gosh, it was thick. He showed up again, though, beeping off to some ships below. I gave him a few more seconds' firing and he turned for land.

"He couldn't make it. I saw him in a patch of sunlight that looked like a yellow searchlight through a hole in the mist. He was almost on the sea. He did a gentle stall, a bit of spray came up, then there was an almighty splash as he went in."

"Jonah" hung around and saw two men get into a rubber boat. He fired very lights over the shipping to draw their attention to the Jerries, but, as he said, 'They wouldn't take any notice. When they saw my lights, they probably said: 'That's all right, you can't frighten us. We know you're a Spitfire!'

"Jonah" went home when he was running short of petrol. Nothing more he could do. The two Jerries were washed ashore some-days later in their boat. Dead.

Nothing sensational about "Jonah's" first Meel. He just risked his life to see that Heinkel to drop his bombs in the sea instead of on the happily ignorant shipping who thought he was pulling their legs.

CULINARY footnote: If you have any doubts about lining up in the Ministry of Food's eat-more-offal campaign, they may be dispelled by two Spitfire boys I met at lunch in their mess. After soup, both ate a plate of tripe and onions—and went off on patrol.

What's the fuel to you, is fuel for Spitfire boys.

THE VILLAGES OF ENGLAND

*The villages of England have slept for many a year
 And dreamed among the hollyhocks and drowsed beneath
 the trees,
 They sent their sons to fight for us but little did they hear
 Above the croon of woodpeckers and lullaby of bees.
 The villages of England have awakened now indeed
 And thrust the poppies from the gate, the nightshade from
 the porch,
 And each conceals his ancient name and where his wild lanes
 lead,
 For far-off days have handed on once more the flaming torch.
 Again the silent bellies wait to sound their loud alarms,
 And though around the casements the clematis is curled
 Behind each cottage window a yeoman stands to arms,
 For the cottages of England are the bastions of the World.*
 P. E. C. DUCE.

The saga of a dirty little coaster

MEN who took part in the great Battle of the Convoy in the English Channel told their stories of the fight which began in darkness and continued throughout the day until the Germans—with sixty of their planes shot down—cried halt.

The attack began in the early morning dark. The sky was black. There was no moon, and the men in a 400-ton "dirty little coaster" could scarcely see the other cargo ships ahead of her and behind her in the convoy.

Suddenly there was a crash further up the line. Captain Guy, of the coaster, said, "What was that? A depth charge?"

Stabs Of Flame

In fact, it was a German torpedo finding its mark. A moment later a star shell fired from a German "E" boat fell in an arc over the convoy, and guns opened fire.

From out of the blackness shells spat out. They struck the decks and pinged against steelwork.

Aboard the British ships gunners ran to their posts and stood peering, trying to get their eyes accustomed to the blackness. First from one side, then from another—then from ahead and then from behind the convoys ships—came spluttering stabs of flame.

Our gunners fired back at the splashes of light in the darkness. They had no other guide to their target. The low-cut German torpedo boats showed no silhouette against the sky.

The men in the coaster heard no other explosion ahead of them. In all they heard three British ships were torpedoed.

After the first few minutes the star shells went out. Another shot up, illuminating the sea and the convoy—but not the lurking torpedo boats—as it floated down.

British escort ships, shepherded the convoy and fought the attackers at the same time.

Captain Guy directed his men "Hard to port, hard to starboard, hard to port...—as every other captain in the convoy was doing.

The men at the heavy hand-steering gear sweated as they spun the wheel over. Every one took his turn at the wheel. Shells splattered on

the woodwork and metal around them.

Harry Treadwell, mate of the coaster came to the wheelhouse. Splinters hissed around the helmsman, twenty-year-old John Ward, a gunner boy. The wheelhouse was lit with the glare of another star shell.

Harry Treadwell lunged himself in the boy, shielding him from the splinters. Two sharp groans revealed that Treadwell had been hit. The gunner boy was unhurt.

Men in other ships in the convoy were being wounded while the battle was at its height. Harry Treadwell had three wounds in his leg, and a third man had a severed forearm across the knuckles of his hand.

Henry Nuhrenberg, the cook, started to bathe the wounds of Treadwell. Treadwell said: "I can't bother now there's work to do."

With a handkerchief knotted round his hand, he crawled from the galley to the deck, and was hauled up to the bridge. Standing on one leg, he took his turn at the wheel. The firing was getting hotter.

FUNNY SIDE UP By Abner Dean



"We had run into a carefully prepared ambush," said another of the men.

"It seemed as if they knew where we should be, and at what time, and they were waiting for us with their engines silent. There was no way we could fight back. We couldn't see what we were fighting."

"A ship in front of us had been torpedoed. We heard shouts for help, and flung lifebelts into the water, although we could see no one to pick them up."

The rest of the convoy steamed on. It steamed on undetected—into more trouble. What they had been through was only the beginning of the battle.

The Nazi bombers swept down out of the sky as morning came, and on their tails came the fighter planes of the R.A.F.

The start of the battle could be seen from the shore.

A man who watched it through glasses said "I shall never see again such amazing flying as those R.A.F. boys put in. It was a lesson to me, a revelation."

"I saw one fighter make rings around a German he was chasing. First he was on its tail, pumping bullets into it."

"Then, with a real circus stunt maneuver, he dived under it, came up in front of it and over it, firing all the time. The two of them disappeared into the cloud, with the German heading downwards."

Beneath the planes which twisted and turned within view of this port there were over eighty German attack planes at that time—the convoy was still ploughing its way forward still on its course.

BRILLIANT DAYLIGHT ATTACKS ON NAZI CONCENTRATIONS R.A.F. PILOTS WHOSE HOMES HAVE BEEN BOMBED TAKE SWEET REVENGE

LONDON, Sept. 18 (Reuter).—British bombers yesterday carried out daylight attacks on the port of Ostend, on shipping at Zeebrugge, a convoy and barges off the Dutch coast and on aerodromes at Ymuiden.

Last night Bomber Command aircraft made heavy sustained attacks on the ports of Hamburg, Antwerp, Terneuzen, Flushing, Zeebrugge, Dunkirk, Calais and Boulogne.

Much damage was done to shipping and military stores. Gun emplacements in the vicinity of Cape Gris Nez were also attacked.

Other forces of R.A.F. aircraft bombed distribution centres at Krefeld, Hamm, Eindhoven, Soest, Brussels and goods yards at Stockum, near Cologne.

Concentrated aircraft attacked Cherbourg Harbour. At least two supply ships were sunk and many fires started.

Two of our aircraft have not reported to their bases.

Ships Blown Up

Two large ships, one of which is believed to be destroyed, were blown up in Cherbourg Harbour during the R.A.F. night attack, states the Air Ministry news service, amplifying the communique. Much other damage was caused in the raid and when it ended there was a ring of flames around the harbour from the burning buildings and vessels.

One of the pilots who attacked Ostend said: "We got hardly any opposition at all. There were a few searchlights but there was nothing to worry about. It was just like bombing on practice raids."

Revenge Is Sweet

This pilot believes that he hit an ammunition train for explosions which broke out were "all sorts of colours." Two of his crew the bomb-aimer and the rear-gunner—live in south London. Both their homes have been destroyed by enemy bombers. You can imagine that they are feeling pretty happy about this show of ours.

The town of Ostend itself, apart from a few houses on the edge of a railway yard, appeared to be untouched. "At any rate there were no fires or any other indication of it having been bombed. The fires were all on the docks."

The flight commander confirmed that opposition was slight. "On my last trip the Germans filled the sky with everything they had. This time a few enemy fighters were about but they were all well off our track."

A sergeant-pilot, whose Chelsea home was demolished during Germany's many indiscriminate attacks on London, was so keen to see his bombs hit the target at Boulogne that he dived to 200 feet to make sure. The rear-gunner of this aircraft was equally anxious to see the same result for his mother had been wounded in the leg by bullets fired from a Junkers aircraft subsequently brought down in a back garden.

Bombs on Boulogne

Boulogne had another tremendous attack and one sortie just after midnight was particularly successful. A quantity of bombs fell on barges and other ships and flames could be seen 20 miles at sea.

At 3 a.m. Zeebrugge was fiercely attacked. Bombs fell in the dock basin, the harbour entrance and on five cargo boats.

At Ostend, the outer and inner harbours, the main docks and about 30 barges were bombed.

A big barge concentration south-east of Flushing was also bombed. There was a series of explosions, then spreading flames and lastly a tremendous explosion.

At Antwerp the docks also took heavy punishment. Great fires raged on the quays while shipping in the Scheldt and the riverside dock was repeatedly hit.

One bomber scored six direct hits on ships moored to the town quay.

ITALO-GREECE RELATIONS

ATHENS, Sept. 18 (Reuter).—There appears to be an improvement in the situation as far as Italy is concerned as the Italian Foreign Minister has announced that children of Italian families who have been on a holiday in Italy are returning to Greece on September 25.

Italian schools in Salonica and elsewhere are re-opening at the end of the month.

Dastardly, Deliberate Attack on Mission

LONDON, Sept. 18 (Reuter).—"Dastardly and deliberate" was the description applied by Mr. R. A. Butler, Under-Secretary for Foreign Affairs, in the House of Commons to-day when asked for information on the attack by two Italian aircraft on a Mission station at Doro, in the Sudan, on August 23.

Mr. Butler declared that at least 50 bombs were dropped and machine-guns were also used.

Of the Mission staff of five, two were killed and two were wounded. They were all Americans.

In addition, a native girl and two boys were wounded.

Isolated Station

The Mission station, said Mr. Butler, was isolated and far from any military objective. Its location was well-known to the Italians whose attack was clearly deliberate, as

BOULOGNE AN INFERNO

R.A.F. Onslaught

LONDON, Sept. 18 (Reuter).—Terrific flashes of flame lit up the French coast in the region of Boulogne to-night as the R.A.F. launched a terrific attack on German invasion ports.

The raid was apparently the most violent yet carried out by the R.A.F. on Boulogne. Gun flashes stabbed the water line and shells from anti-aircraft guns could be seen as search-lights swept the sky.

The raid began soon after 8 p.m. and as it developed many miles of the French coast seemed to be ablaze.

As the raid developed, fresh waves of British bombers spread the attack to Calais, where big fires broke out, casting a red glow into the night sky.

Flaming oil slicks cut through the searchlight beams and shell-bursts studded the sky but almost continuous bomb flashes showed that the British pilots were pressing home their attack with determination.

The attack continued well into the night.

R.A.F. FORESTALL INVASION

Dramatic Raids on Nazis

LONDON, Sept. 18 (Reuter).—Steadily increasing pressure on the German-held Channel ports, the Bomber Command of the R.A.F. sent last night one of the largest forces of British bombers hitherto used, to continue the relentless forestalling offensive which, for nearly a fortnight, has been proceeding against the German invasion plan, says the Air Ministry news service.

While the potential "invasion spearhead," namely, French, Belgian and Dutch coast ships, barges, docks, harbours and gun emplacements were receiving yet another terrific onslaught, other forces of R.A.F. bombers flew north-east to the right wing of the enemy's line in Hamburg to add further destruction to those strategic railway yards and junctions on Germany's western frontier which have already taken so much punishment.

At Calais a fire a quarter of a mile long was left raging on the west side of the basin of Carnot and a medley of lesser fires broke out at the corner of another basin and down

the railway lines on the east side of the basin of Carnot.

Later a salvo of bombs on the same basin caused an immediate explosion and about 60 others.

The tidal lock was heavily hit. There was a heavy explosion and bombs were seen bursting about the lock gates.

The big gun emplacements near Calais were also heavily attacked. Many pilots saw bombs exploding well within the target area.

At Dunkirk, pilots saw great pieces of dockside buildings flying through the air and docks and quays were repeatedly hit.

Invasion Postponed

LONDON, Sept. 18 (Reuter).—According to the Berlin correspondent of the Swedish paper, "Alltenda," the German plans for an invasion of Britain have been temporarily postponed owing to the efficiency of the anti-aircraft defences and the R.A.F. Germany will go on bombing towns and aerodromes but he has been assured in Berlin that Germany has plenty of food for the winter and does not fear a long war.

Conscripting Allies

Legislation Soon

LONDON, Sept. 18 (Reuter).—Mr. Clement Attlee, the Lord Privy Seal, intimated during the course of questions in the House of Commons to-day, that the British Government intended to submit to Parliament, in due course, legislation to confer the necessary authority upon the Allied Governments in Britain to call upon their nationals for military service in accordance with their own existing national laws, but in conformity with the uniform arrangements for employment of all Allied manpower on war service.

Mr. Attlee explained that until this legislation was passed, the position was that the Allied Governments had the right to call upon their nationals in Britain for military service, but British courts and authorities had no power to assist these governments in enforcing these obligations upon Allied nations who might be unwilling to respond.

Swedish Government Bans Newspaper

LONDON, Sept. 18 (Reuter).—The Swedish newspaper, "Tandens Tidning," has been banned for three days because it published anti-German reports from its London correspondent. This is the first time that the Swedish Government has proceeded against any newspaper.

East Africa's First Coffee Planter Dies

NAIROBI, Sept. 18 (Reuter).—The man who planted the first coffee in East Africa died to-day.

He was John Patterson, a pioneer and missionary. He brought coffee seed from Aden 45 years ago.

Nazis' Iron Glove Rule For Belgians

LONDON, Sept. 18 (Reuter).—Heavy punishments are being inflicted on Belgians accused of breaking Nazi food regulations.

An Antwerp grocer brought before a Court Martial was sentenced to death for plundering to the detriment of the community. He was shot immediately.

Many others are being fined heavily and their stocks seized.

The Nazis are said to be arresting people and confiscating their food-stocks right and left.

Meanwhile food rations in Denmark have been further cut. Coffee rations, for instance, are being reduced from 250 to 225 grammes a week.

Margarine will now be sold only to people with incomes below a certain level.

Bread rationing, which so far has covered rye bread only, has been extended to white bread rolls.

Coupons are even necessary for bread in Danish restaurants.

More U.S. Warships Are Handed Over

LONDON, Sept. 18 (Reuter).—The second batch of over-age destroyers for Britain, a high officer is pointing out that any real chance the Germans had of invading England went within a fortnight of the evacuation of Dunkirk.

These destroyers will be turned over to the Royal Navy immediately.

O. B. I. Awarded To Subadar Major of Rajputana Rifles

GOVERNOR GIVES SPEECH IN FLUENT HINDUSTANI

After addressing the 5th Battalion, 6th Rajputana Rifles in fluent Hindustani, His Excellency the Acting Governor, Lieut. General E. F. Norton presented Subadar Major Rahim Ali with the insignia of the Order of British India (First Class) on the Hankow Barracks, Parade Ground, Shamshuipat at 7.30 a.m. to-day.

The presentation was made on the occasion of Subadar Major Rahim Ali's promotion from the Second Class of this Order.

There are only five medals of this class in the Indian Army.

His Excellency, who was accompanied by the G.O.C., Major-General A. E. Griest, was met on arrival by Colonel R. D. Ambrose, Officer Commanding the 5th Battalion, 6th Rajputana Rifles. He then inspected the Guard of Honour under the command of Capt. Indrajit Singh. Other officers of the Guard were Lieut. Saeed Khan and Lieut. Dube.

Governor's Speech

Speaking in Hindustani, His Excellency said:—

Colonel Ambrose, Officers, N.C.O.s and men of 5th Battalion 6th Rajputana Rifles Subadar Major Rahim Ali, Sardar Bahadur, has been awarded the Order of British India 1st Class. You know that with the exception of the V.C. there is no decoration that equals this one. This is the most distinguished of all decorations there being only five awarded to the whole of the Indian Army.

To qualify for this decoration it is not only necessary to have had long service; but it is essential to have had the most distinguished service in peace and to have displayed great courage in war. The Subadar Major has just such service to his credit.

Promoted jemadar after only six years service he became jemadar adjutant two years later; he was promoted Subadar Major after 20 years service.

Orderly To King George VI

In 1939 he was appointed Orderly Officer to His Majesty King George VI.

He served throughout the great war from start to finish, confronting the enemy in four different theatres and was wounded in 1916. He then saw two more years of war in Mesopotamia—seven years of war in which he not only displayed conspicuous bravery but was notable for his cheerful optimism under the most adverse circumstances.

Thereafter as Subadar and later Subadar Major he served with the regiment in peace—and his record in peace was no less distinguished than in war.

shown by the fact that the Italian commander at Kurnuk had sent a message earlier in August to the missionaries at Doro to report to him with passports.

A reply to this message was under consideration by the missionaries when they were shot down in cold blood.

Asked if the matter was brought to the attention of the American Government, Mr. Butler said he had no doubt that the American Government had observed this "dastardly attack."

THE WAR FUND

A total of \$1,231,037.12 was reached yesterday by the War Fund inaugurated by the B. C. M. Post Ltd. The latest donors are:

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TO-DAY AT THE KING'S

LATEST NEWS JUST RECEIVED BY AIR DIRECT FROM LONDON

- SEE—Mr. Churchill Visit Naval Ports.
- SEE—Royal Investiture.
- SEE—Light & Heavy Tanks In Action.
- SEE—Indian Troops In Britain.
- SEE—Great Britain's Giant Navy In Action.
- SEE—Anzacs Arrive In British Ports.
- SEE—The R.A.F. In Action, Actual Pictures Taken While In Aerial Combat, Etc. Etc.

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NANCY



U.S. Woman Tells The World— What I Think About Conqueror Hitler

—Dorothy Thompson

DOROTHY THOMPSON, widely read United States columnist and wife of Sinclair Lewis, the novelist, said in a broadcast from Montreal: "This war is really a struggle between Hitler and Churchill."

"On the one side is the furious unhappy, frustrated, and fanatic figure who has climbed to unprecedented power on the piled-up bodies of millions of men. . . . "He looked across at Britain, and was satisfied. Britain was ruled by business men and bureaucrats. They were cautious men . . . they were decorous and they were old. "So they closed their brief cases and went fishing or shooting on week-ends. War was unthinkable. "But in England there was a man. Winston Churchill was no longer young; he was in his sixties yet there was something perennially youthful about him. "His father was the son of the Duke of Marlborough, his ancestors had said 'England' and fought her wars, and led her peace, for as far back as any one could remember. "While he spoke—mostly to unheeding ears—the shadow was lengthening and finally loomed so tall and menacing that the world could see."

Not Plutocratic

"And then when it was over them with the full darkness of its horror the people of England—the common people of England—lifted Churchill on their hands, crying 'Speak, and fight for us.' "And who to-day is the plutocrat? Britain, in whose great houses live to-day the children of the London slums, and whose people pay 45 per cent. of their incomes in taxes? "Or Nazi Germany, the great nouveau-riche, kidnapper of prisoners, collector of ransoms, stuffed with the delirious of the Danes and the Czechs and the Dutch? "The plutocratic England you attack, Hitler, is to-day a Socialist State—a Socialist State created without class war, created out of love, and led by an aristocrat for whom England builds no engines, nests or palaces out of the taxes of her people—a man who cares nothing for money, nor ever has, but only for Britain and for the coming world that a free and Socialist British society will surely help to build if ever it is built. "The master of the dyke against world chaos is you, Churchill. "Around you, Winston Churchill, is a gallant company of ghosts. Elizabeth is there, and sweetest Shakespeare. Drake is there, and Raleigh, and Wellington."

Exports To S. America

Commons Query

LONDON, Sept. 18 (Reuter).—The question of export of wire products to South America was raised in the House of Commons to-day.

Colonel Baldwin Webb asked the Secretary of the Department of Overseas Trade whether his attention had been called to the fact that orders of wire netting from South America were being lost to this country owing to the present temporary embargo on export of such material, and that further difficulties were being created by the fact that German manufacturers were guaranteeing delivery of such materials to South America by autumn this year.

Action To Preserve Trade

Colonel Webb asked whether the Secretary for Overseas Trade would take steps to make the true position known in South America and so preserve this trade for Britain.

Mr. Harcourt Johnstone, the Secretary, replied that concentration on the nation's war effort during the inevitable curtailment of exports of wire products, but it was hoped that in the near future the position in this respect would become easier.

"I have been informed that offers for delivery in October have been made by Germany, but it seems hard to believe that such offers can in the light of circumstances, be taken seriously. Nonetheless, action is constantly being taken to keep before the notice of South American purchasers the ability of this country to manufacture and deliver a very wide range of their normal requirements."

Exchange At A Glance

SELLING	
T.T. London	1/2 1/4
Demand London	1/2 1/4
T.T. Shanghai	418
T.T. Singapore	52 1/2
T.T. Japan	32 1/4
T.T. India	32 1/4
T.T. U.S.A.	22 1/4
T.T. Manila	44 1/4
T.T. Batavia	41 1/4
T.T. Bangkok	140 1/4
T.T. Saigon	90 1/4
T.T. France	Nom.
T.T. Switzerland	95 1/4
T.T. Australia	1/8 1/4
BUYING	
4 m/s L/C London	1/3 1/4
4 m/s D/P London	1/3 1/4
4 m/s L/C U.S.A.	23 1/4
4 m/s France	Nom.
30 d/s India	84 1/4
U.S. Cross rate in London	4.02 1/4
U.S. Cross rate in N.Y.	4.04

She Married Her Boss— The Baronet

CARMARTHEN.—It became known in Carmarthen that Sir John Philip Ferdinand Mansel, twelfth baronet, of Maesyrcygiu Manor, was married at the local register office recently, to Miss Hannah Rees, one of his maids. The bride is a daughter of a farmer. She is twenty years of age, good looking and attractive. Her sister Mattie acted as bridesmaid. The best man was Mr. Samuel Rees, of the Market House Hotel, Carmarthen.

Miss Rees used to work at the Beehive Inn, Pencader, which is kept by Sir John's brother-in-law and sister, Mr. and Mrs. D. E. Jones. It was there the baronet first met his bride. Sir John and Lady Mansel have gone to Cardigan for the honeymoon. Sir John will soon be joining the forces. He is twenty-nine, and owns considerable property in Swansea. Sir Courtenay Mansel, his father, was Liberal M.P. for Penrith and Falmouth.

"Mighty" Chang At Queen's

Good Entertainment

"Mighty" Chang had another large and appreciative audience at the Queen's Theatre last night. He kept them in good humour throughout the evening with his patter and tricks, helped by the singing and dancing of his troupe. Chang was the dominant personality in the show, but he was equal to his task, many of his tricks being new to the local stage. Chang's show will run for six more evenings at the Queen's Theatre.

Italian Advance Into Egypt Analysed They've Started, Now They Can't Stop

LONDON, Sept. 18 (Reuter).—Although the Italian advance into Egyptian territory hitherto amounts to only about 60 miles, the attackers are permitted to go on for the simple reason that they cannot halt, writes "Reuter's" military correspondent.

At Sollum, there is only a small harbour through which supplies cannot be obtained even if the Italian Navy is able to ensure them.

Sidi Barrani, now an advanced post of the enemy, was previously lightly held by British mechanised forces amounting to about one company.

British Strategy

General Sir Archibald Wavell, the British Commander-in-Chief, never

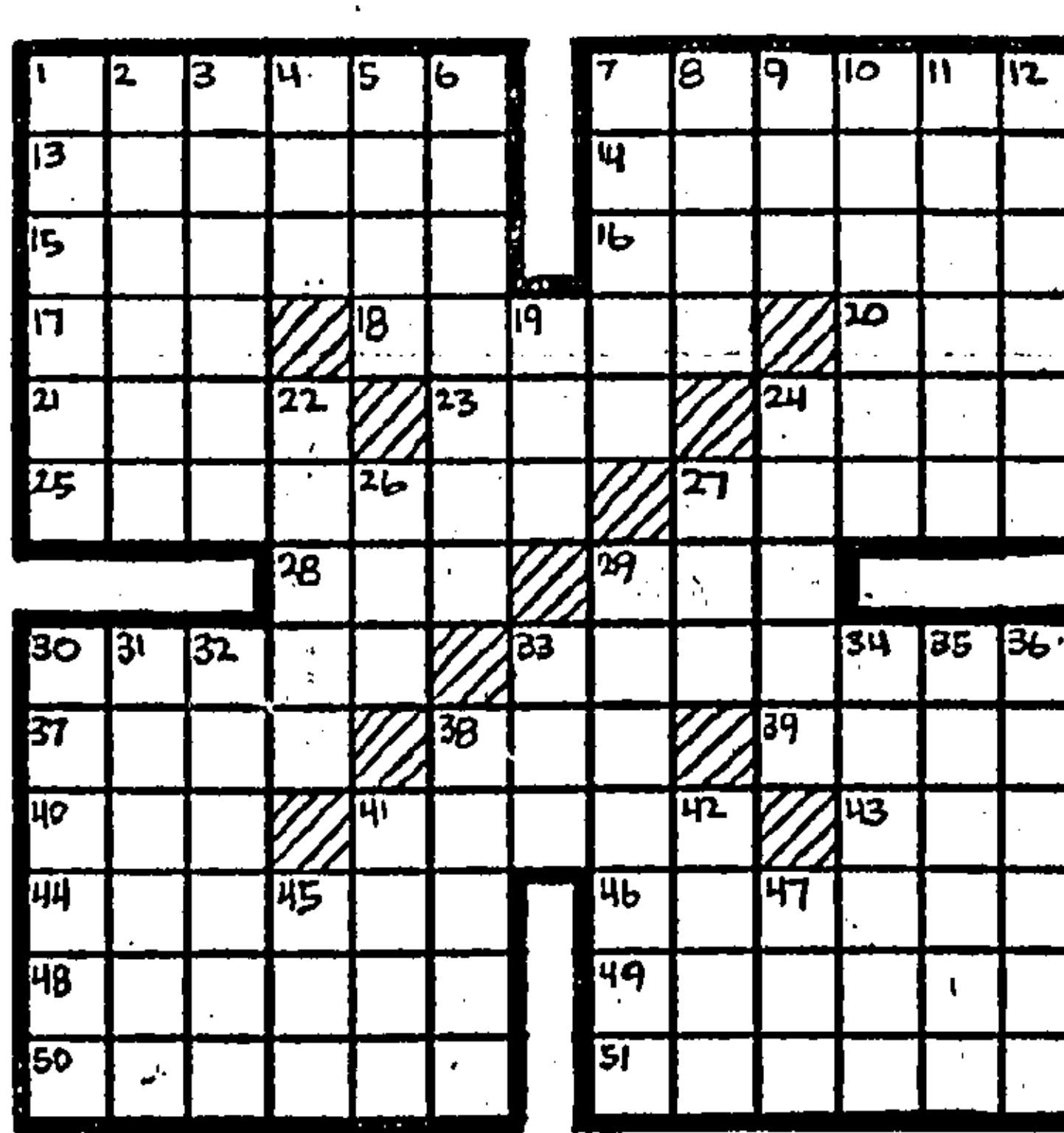
had any intention of resisting the Italian advance in that neighbourhood. The British policy was one of elastic defence and aimed at inducing the Italian Army in Libya to put its head—like a tortoise—out of its shell and then hit the head. Hitherto all reports confirm that the Italians have been given nothing to attack but the situation now becomes more active as from Sidi Barrani onwards a metalled road will be available.

Crossword Puzzle

By LARS MORRIS

ACROSS
1—Oriental bow
2—Desch
3—Come out
4—Cottish
5—Requies
6—Armed fleet
7—Confederate general
8—Jewell missionary
9—To Canada
10—Client (col.)
11—In mistake
12—Bore
13—Manuscript lines of form
14—Put on again in theater
15—Flowers
16—No in debt
17—Pitch
18—Metric measure
19—One that talks union
20—Book
21—Bag
22—Erase
23—Deal
24—Locations
25—Animal's extremity
26—Guilt-footed
27—Dedict
28—Cylindrical
29—Eradicated

DOWN
1—Those with loathsome disease
2—Laws
3—Seaweed used for bacteria culture
4—Medley
5—Designs
6—Allowance for transport
7—Sieve
8—Cottonwoods
9—Little knot
10—Serious plays
11—Observe
12—Hoard
13—Click beetle
14—Cause to fear
15—Large bird
16—Layers
17—Worker
18—A nation and its possessions
19—Remove from office
20—Marriage again
21—Parties to controversy
22—Slender spine
23—Withered
24—Writing instrument
25—Large container



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Linda's a peach of a wife...
But there's something about a secretary...



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LINDA DARNELL

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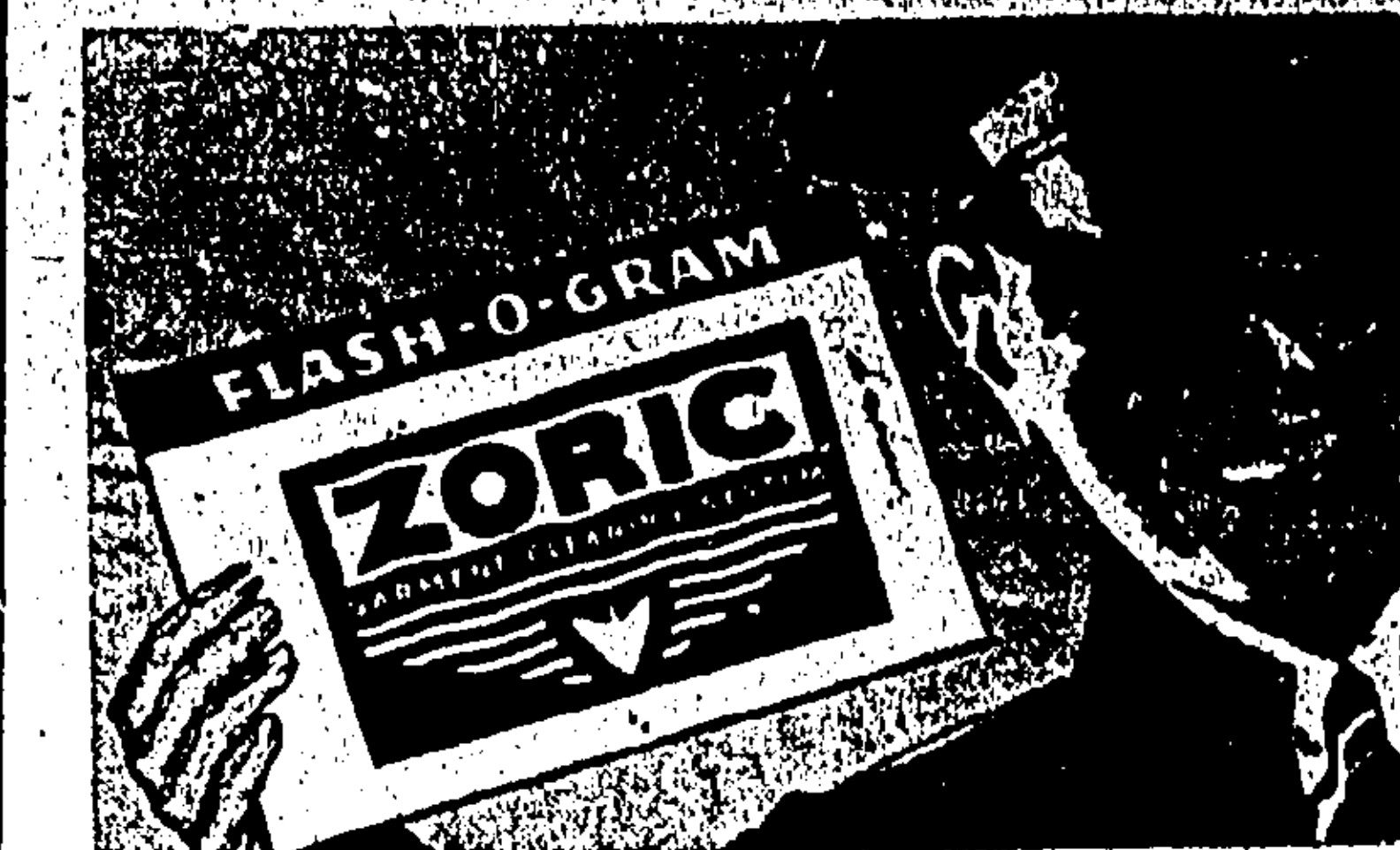
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Heiyo Maru Thursday, 19th Sept.

SYDNEY & MELBOURNE via Manila.

Atsuta Maru Wednesday, 2nd Oct.

BOMBAY via Singapore & Colombo.

Kasima Maru Saturday, 28th Sept.

Tokuwa Maru Friday, 11th Oct.

RANGOON & CALCUTTA via Singapore.

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Tusima Maru Friday, 4th Oct.

Kobe & Yokohama.

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 - SEE—Great Britain's Giant Navy In Action.
 - SEE—Anzacs Arrive In British Ports.
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ARMED, DISCIPLINED WORKERS TO FIGHT NAZIS

"GIVE US ARMS," CRY MINERS OF BRITAIN

THE miners of the country want to be armed. This demand was made during a discussion at the Mineworkers' Federation conference on a resolution from South Wales.

The resolution, which was adopted unanimously, urged the provision of air raid shelters for the mining communities, and called upon the miners to support the A.R.P. and L.D.V.

Communiques

ENEMY AIR ACTIVITY

Ministry's Report

Official communiques issued yesterday include the following by the Air Ministry and Ministry of Home Security.

Enemy air activity to-day was mainly confined to the south-eastern area. Formations of enemy aircraft crossed the coast of Kent on several occasions during the day and spread inland towards London and the Thames Estuary.

Few of them reached London and no bombs are reported to have been dropped in this area.

A number of bombs were dropped mainly near the Thames Estuary but damage appears to have been caused mainly to dwelling houses and the numbers of casualties reported are small though including some persons fatally injured.

The enemy have been continuously attacked by our fighters and anti-aircraft guns throughout the day.

Enemy reports show that 42 enemy aircraft have been destroyed in air engagements, one of them a four-engine bomber.

None of our fighters were lost but a few of five of them are safe.

CAIRO: Enemy Positions Bombed

During yesterday and last night, the enemy have been engaged in consolidating their positions in and around Sidi Barrani where they have been heavily and successfully bombed. On other fronts there is nothing to report.

ITALY: Drive Into Egypt Continues

Fascist legions driving across Egypt left Sidi Barrani yesterday and have since been establishing new bases of supply further along the Egyptian coast.

The obstinate resistance by British troops supported by armoured cars was broken as Italian planes bombed and machine-gunned the British positions.

Five British planes were shot down.

CAIRO: Serious Losses Sustained By Italians

British bombers and advance tank and artillery units inflicted serious losses on two Italian columns advancing into Egypt.

BERLIN: Communique On Air Raids

Between Tuesday night and Wednesday morning, the German Air Force carried out retaliatory air attacks more fiercely than before.

They subjected to intensive bombardment the West India and Victoria docks in London Harbour, water works, stations, and other important military objectives, causing new fires in various parts of London.

German aircraft also attacked Liverpool both in the daytime and in the night, scoring several hits on the aircraft factory in the city.

Glasgow in Scotland was also attacked by German aircraft on Tuesday night, while a 5,000-ton steamer was badly damaged off the northern coast of Iceland.

British aircraft on Tuesday night attacked northern and western Germany and caused some damage to residential quarters.

During Tuesday, nine British aircraft were shot down while four German planes were lost.

It added that there should be the greatest possible measure of democratic administration in these organisations.

Mr. W. J. Sandler, of South Wales, in moving the resolution, said if the future was going to be critical the people must be armed to meet it.

Should the enemy come they could not just throw their caps at him.

With the workers of Britain trained, disciplined and armed they could meet any aggressor and stand up to any tyranny.

Mr. Ebbly Edwards, the general secretary, asked that districts should report any instances of employers refusing to face their responsibility for safety.

"Give Me A Gun"

Istanbuling the fine spirit of the miners, Mr. G. W. Daugherty said a bomb fell in a colliery yard.

A wagon alongside which a miner was working was blown off the road.

The man, who was uninjured, said:

"Give me a gun. They can't do that to me and get away with it."

Mr. W. G. Marshall, of Scotland, urged that there should be access underground between pits close together as an alternative means of escape in the event of shafts being damaged by bombs.

The other main topic of the session was pit ownership.

While not departing from its ultimate aim of complete socialisation, the Federation wants immediate measures of Government control in the coal industry.

That was made clear in two resolutions which were discussed.

One, from the Midlands, urged that the Government should take over the industry to be controlled by a National Coal Council composed of workers' and owners' representatives, with similarly constituted District Committees.

Planning Future

Lancashire proposed a second resolution advising that the Government should safeguard both the production and distribution of coal, and deal with the mines on lines similar to those applied to munitions and other war material.

Mr. John McGuirk, in moving this latter resolution, made it clear, however, that Lancashire did not mean control of the kind applied to the mines in the last war.

They meant a straight-out demand for the Government to take over the mines—in a word nationalise them.

If that were possible, he said, the Government would be able to deal with the mines as they should be dealt with.

As the mover of the Midlands resolution, Mr. G. H. Jones said it did not ask for the taking over of the mines. That must inevitably come.

But as a short-term policy they must begin now to urge on the Government the need for a small number of men to plan the future of the industry on both the production and selling sides.

"At present," he said, "the industry is a chaotic conglomeration of atoms without cohesion or discipline."

Mr. Ebbly Edwards, however, saw a danger in both resolutions of going back on the policy of the socialisation of the industry not only adopted by the miners but endorsed by the T.U.C.

Serious Position

The coal trade, he pointed out, was going to be in one of the most difficult positions it had ever faced.

LONDON'S WEST END BLASTED

Casualties May Be High

London, Sept. 18.

German aircraft, in almost continuous raids, rising steadily in ferocity, blasted London's West End last night and wrecked one of the world's largest department stores. One bomb struck a subway station in which pedestrians were taking refuge. It was officially stated that the night's casualties might be the heaviest of recent nights.

The raid of 9 hours 53 minutes from dark to dawn, the longest of the war, ended at 5.59 a.m. Only an hour and 16 minutes later, as millions were going to work after, for many, an almost sleepless night, the sirens shrieked again at 7.15 a.m., but the all-clear signal was sounded at 7.30 a.m., indicating that a few raiders had rejected the risk of lurking near London.

As if enraged because the gale had scattered the fleet of boats concentrated for weeks along the Channel for an invasion attempt, the Nazi planes blasted London mercilessly. Bombs were dropped in many different areas in and around the capital, but chiefly fell in the fashionable shopping and residential areas in the West End.

For some hours the raid was far less intense than on the previous three days, but after 2 a.m. the German attack became ferocious, quickly gaining true blitzkrieg pitch. Bombs of all sorts were rained down on areas in Central London and in many places in the outskirts. Casualty reports began coming in from various districts and numerous small fires were reported.

Then crash after crash shook London as relays of planes, flying at racing speed through the shattering barrage, showered whistlers and high explosive bombs, seemingly at random.—United Press.

In its history even if the war finished to-morrow.

With her own production and that of the countries she had captured, Germany now had under her control a production of over 370,000,000 tons of coal a year; while important export markets for us had gone.

"I believe that in the present situation, with at least a proportion of our own people in the Government, we should leave our Socialist plan without any modification in the hope that Parliament may put it in operation."

Both resolutions were remitted to the Executive, and the conference ended.

LIDO DANCE HALL

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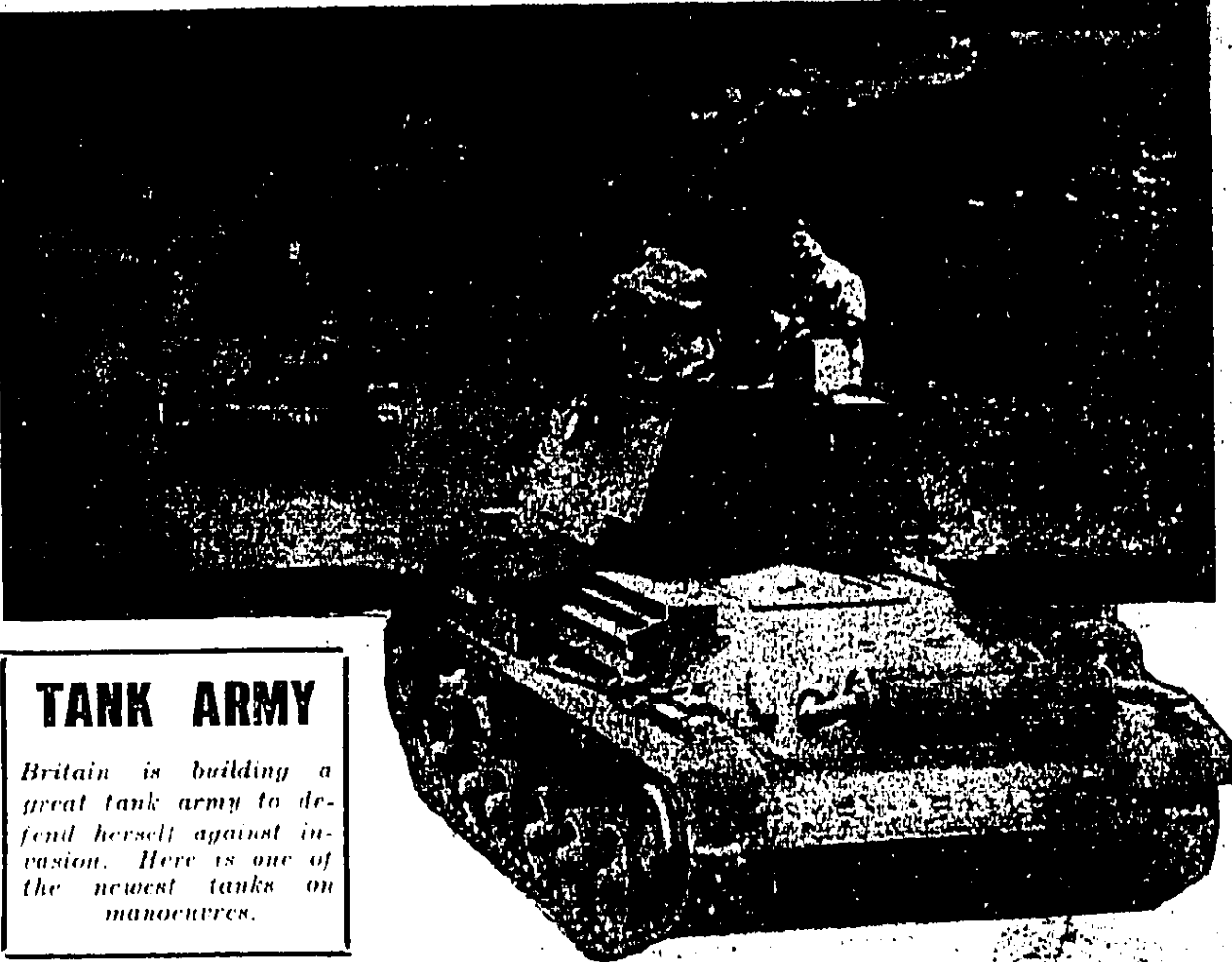
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ROYAL AIR FORCE LAYS GREAT SERIES OF NEW MINE-FIELDS

FAMOUS LONDON CENTRES DAMAGED IN RAID

Special to the "Telegraph"
LONDON, Sept. 18 (Domel).—Many famous London chain and departmental stores have been damaged as a result of Tuesday's violent German raids on the West End of London.
Among the better known stores which suffered from Nazi bombs were those of John Lewis, Bourne and Hollingsworth and D. H. Evans.
An incendiary bomb fell on John Lewis's causing a fire and a number of casualties. An h.c. bomb fell on the roof of Bourne and Hollingsworth.
Roads and subways in the West End were damaged at many places, while large craters were made in the streets.
Officials fear that because of the high explosive character of the bombs dropped, casualties during the night have been the heaviest in recent days.
Eighth Raid Warning
The eighth air raid warning during Wednesday was sounded in the London area at 2.57 p.m.
Meanwhile furious aerial battles are reported from various parts of Britain, as British fighters continued their violent counter-attacks on the invaders throughout the day, leaving practically no invading squadron unopposed.
Late in the afternoon a new wave of Nazi raiders approached the British coast and fighters immediately rose to give combat, another deadly fight taking place over the southeast coast.
In another part of the country 18 Nazi bombers, escorted by 40 Messerschmitts, attempted to bomb British coastal defences bases, but they were repulsed by intense anti-aircraft fire.



TANK ARMY

Britain is building a great tank army to defend herself against invasion. Here is one of the newest tanks on manoeuvres.

Indo-China Situation May Take A New Turn

Special to the "Telegraph"
HANOI, Sept. 19 (UP).—Informed quarters in Hanoi said to-day that French Indo-China is basically inclined towards the de Gaulle movement.
It is believed, however, that Great Britain is not anxious for Indo China to swing over to de Gaulle immediately, due to the obligation to defend Indo-China that such a step would impose at a time when Britain must face a potential Nazi blitzkrieg.
French circles in Hanoi undoubtedly favour friendship with Britain.
There is apparently a unanimous feeling among the French people that the one big necessity is unity against Japan and for this reason the question of whether loyalty should be to Vichy or de Gaulle has been tacitly shelved.
The French have indicated that an agreement with Japan is near, but it is believed further negotiation will be necessary even after the agreement is signed.
The agreement under negotiation is similar in principle to that signed between Vichy and Japan.
Japanese Fears
The Japanese apparently fear that the French Army in Indo-China may hold out even if Admiral Deroux, the Governor General, signs an agreement with Japan.
Informed quarters believe that General Martin, the Commander-in-Chief of the French Army, would prefer to resist the Japanese instead of the Chinese.
Meanwhile, Japanese stores in Hanoi have closed and many Japanese continue to evacuate to Haiphong, where Japanese ships are waiting to take them off.
The remaining members of the Japanese Mission have their bags packed in readiness for a quick evacuation if it becomes necessary.
New Chinese Action
SPECIAL TO THE "TELEGRAPH"
CHUNGKING, Sept. 19 (UP).—Following the dynamiting of the International Bridge at Laokay and a section of the railway inside the Yunnan border, the Chinese military authorities have put the remainder of the Chinese section of the Hanoi-Kunming Railway under military control.
Preparations are under way to evacuate Central Government organisations from Kunming to Szechuan province.
National school organisations and universities may also be evacuated.
Simultaneously, the Chinese authorities are doing their utmost to evacuate civilians from the big cities in Yunnan.
Mr. Hull's Statement
SPECIAL TO THE "TELEGRAPH"
WASHINGTON, Sept. 19 (UP).—Mr. Cordell Hull, the Secretary of State, said to-day that the United States is not prepared to grant any facilities to enable neutral traders and exporters to know which ships are not to use.

NAZIS BOAST OF BRUTALITY

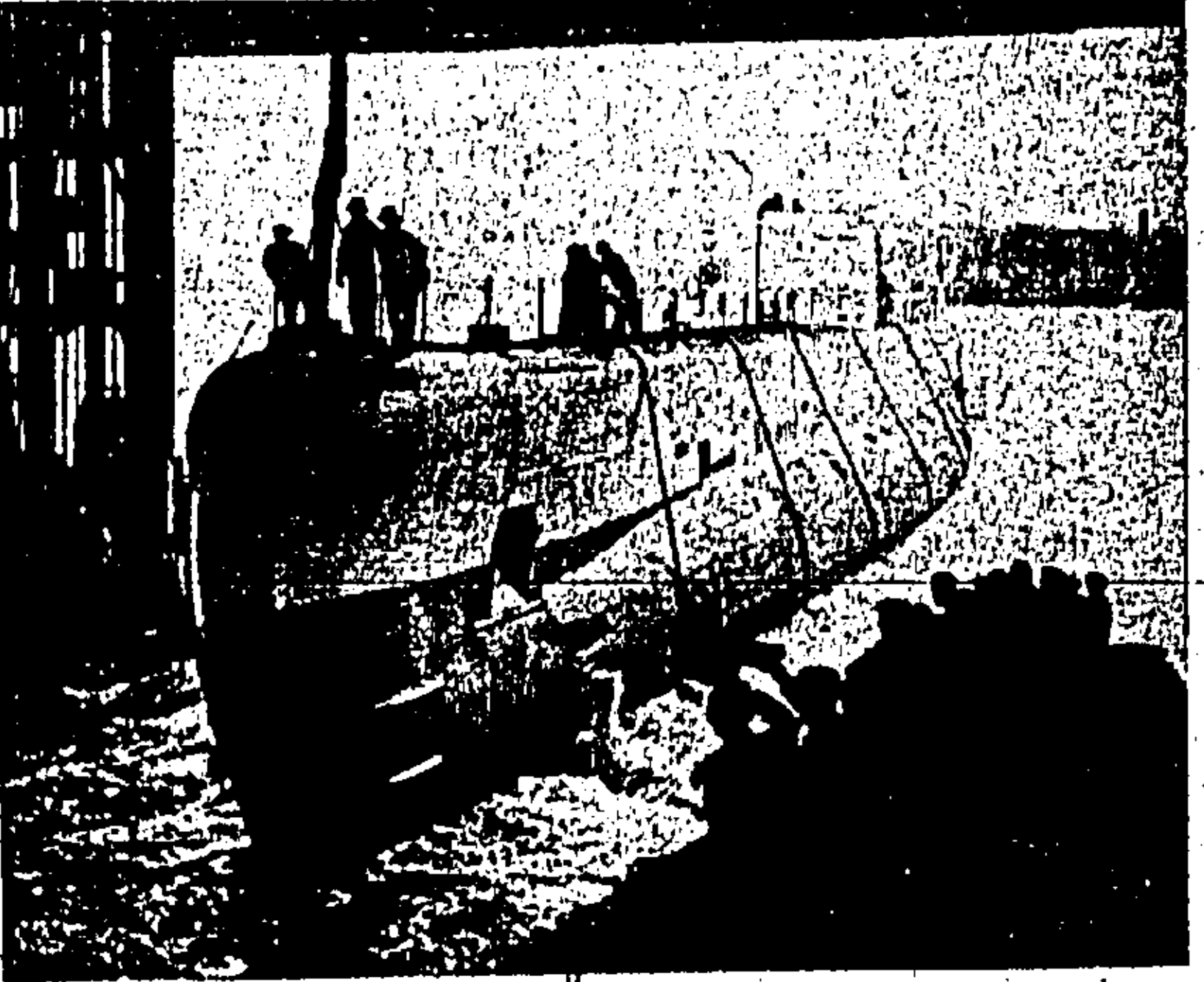
Indiscriminate Bombing
LONDON, Sept. 18 (Reuter).—The German official news agency, which earlier to-day claimed that bombs were dropped last night on "targets of military importance," does not now try to hide Germany's deliberate bombing of civilians.
This agency now claims that the "Luftwaffe" has destroyed the entire residential districts of Eastern London.
Commons In Secret
LONDON, Sept. 18 (Reuter).—The House of Commons had another secret session to-day.

NAZI PLAN FOR INVASION RECEIVES FRESH UPSET: MORE BARGES BLASTED

Special to the "Telegraph"
ROYAL AIR FORCE bombers continued to attack invasion barges and Nazi shipping concentrations along the coasts of France, Belgium and the Netherlands yesterday.
Germany itself was also raided.
At least two German supply ships were sunk at Cherbourg. Other shipping and military stores were damaged.
Daylight attacks were carried out on the port of Ostend, shipping off Zeebrugge, a convoy of barges off the Dutch coast and the aerodrome at Ijmuiden, says a "United Press" message.
FROM NORWAY TO BISCAY
In addition to these attacks on the Nazi concentrations, the R.A.F. has, in the past few weeks, laid an entirely new mine-field off the coast of Europe.
Beginning in enemy-occupied harbours and territorial waters in Norway, the new mine-field stretches to the Bay of Biscay.
Over 30 great mine-fields have been laid in this manner, says "United Press."

It is known that hundreds of thousands of tons of enemy shipping have been destroyed through contact with the mines, many of which are laid within stone-throw of the quays in some of the enemy-occupied harbours.

"United Press" quotes the authoritative New York Journal "Iron Age" as reporting the receipt of reliable information from Germany, to the effect that some German steel plants have been severely damaged by bombs.
A late communique issued by the Air Ministry in London states that aircraft of the bomber command have launched heavy and sustained attacks on the ports of Hamburg, Antwerp, Terneuzen, Flushing, Zeebrugge, Dunkirk, Calais and Boulogne.



H.M.S. Narwhal's Launching

WAR IN DESERT Scene May Shift From Europe

By J. W. T. MASON
"UNITED PRESS MILITARY EXPERT"
NEW YORK, Sept. 18, (UP).—General Graziani's operations in North Africa are still in the preliminary stage and there is no sure indication of a major offensive against Alexandria or the Suez Canal.
In Rome it is reported that Graziani is expected to await further German action against Britain before revealing his hand.
This may be good strategy, but it is becoming increasingly questionable whether the Germans can pursue further action against Britain, during the months ahead, which can be helpful to the Italian leader, either from a military or psychological point of view.
The German Foreign Minister's sudden journey to Rome may be connected with this matter.
It is true that Hitler has abandoned his invasion plans the Axis powers would naturally wish for military action elsewhere and North Africa offers a more immediate opportunity.
The German newspapers are allowing this inference by giving large space to the North African operations.
Graziani's present position, at Sidi Barrani, can be considered a real Egyptian military coastal frontier.
His first great objective, if he decides to drive forward, will be Mena Matruh, the first centre of military importance en route to Alexandria.
Graziani's Danger
The longer General Graziani's supply trail becomes the greater his danger.
TURN to Page 2, Column Six

Minelayer Submarine Lost, Admiralty Fears

LONDON, Sept. 19 (UP).—The Admiralty announces that the 1,520-ton mine-laying submarine Narwhal is considerably overdue and must be considered lost.
The Narwhal was a sister-submarine of Grampus and Rorqual, well-known in Hongkong before the war. They were known as "Porpoise" class ships and were considered one of the most successful classes of submarines.
Built by Vickers-Armstrong in 1933-35, Narwhal was commissioned in March 1936. She cost £348,305 and is the 17th British submarine lost during the war.
The July, 1939 Navy List shows that her complement then included the following: Lieut. Comdr. H. R. Conway, Lieuts. C. S. Green and A. W. Langridge, Lieut. (E) J. E. Aekery, Sub. Lieut. H. R. W. Twynham. It is possible that there have been some changes since the outbreak of war.

LATEST

Record Production Of Munitions

LONDON, Sept. 18 (Reuter).—It will not be long before trainees will be passing out from Government training centres for munition production at the rate of 250,000 to 300,000 a year, said Mr. Ernest Bevin, the Minister of Labour, speaking in London to-day.
Saying that the present long hours of work were to be regarded as a year, said Mr. Bevin, the work people's achievement in intensifying the output by working long hours would stand out as one of the most wonderful in Britain's industrial history.

LONDON, Sept. 19 (Domel).—The residential areas in East End this morning suffered one of the worst air raids of the war as about 200 Nazi bombers dumped huge bombs pell-mell into the metropolis.
The Nazi raiders broke through the anti-aircraft fire, and appeared over London about midnight.
The bombings reached the peak of its ferocity about 1 o'clock this morning. Fires were caused in several parts of the East End.

See Back Page For Further Late News

Longest & Shortest Raids Of War

SPECIAL TO THE "TELEGRAPH"
LONDON has at least seven air raid alarms during yesterday.
By 10 p.m., at least 46 German planes had been brought down.
When the alarm was sounded at 3.13 p.m., it was the 100th occasion since the outbreak of war that London citizens had been warned to go to their shelters.
By a coincidence, says "Reuter", London also experienced the longest and shortest raids of the war during the day.
The all-night raid, which lasted six minutes under ten hours, was the longest. A ten-minute raid during the morning was the shortest.
The seventh alarm of the day was sounded at 4.13 p.m., and the all clear was given at 5.55 p.m.
Shell on Abbey
During one of the morning raids an unexploded anti-aircraft shell fell on the lawn of Westminster Abbey. For a while, until investigation was made, it was thought that the shell was a bomb. The shell was removed to safety and no damage was done to the Abbey.
Only sparse reports of the latest raids have been received from London. But Berlin reports that the Luftwaffe shot down 172 barrage balloons in the course of the day. Many of these balloons, says DNE, were shot down over the continent, to where they had been carried after they had been torn away from their TURN to Page 2, Column Four

Enormous Air Losses Suffered By Nazis

LONDON, Sept. 18 (British Wireless).—The Air Minister, Sir Archibald Sinclair, to-day gave details of German and British air losses since August 8 when the blitzkrieg started.
The R.A.F. had lost 621 machines of all types—fighters, bombers and general reconnaissance machines.
The Nazis during the same period had lost 1,867 while their losses in air crews amounted to over 4,000 and the R.A.F. to less than 600.
In air fighting in the Middle East during the same period, the R.A.F. lost 15 aircraft but had destroyed 56 Italian planes.
Further, these figures of enemy losses referred only to confirmed German and Italian losses, and the number of unconfirmed losses or aircraft damaged was very large, he concluded.

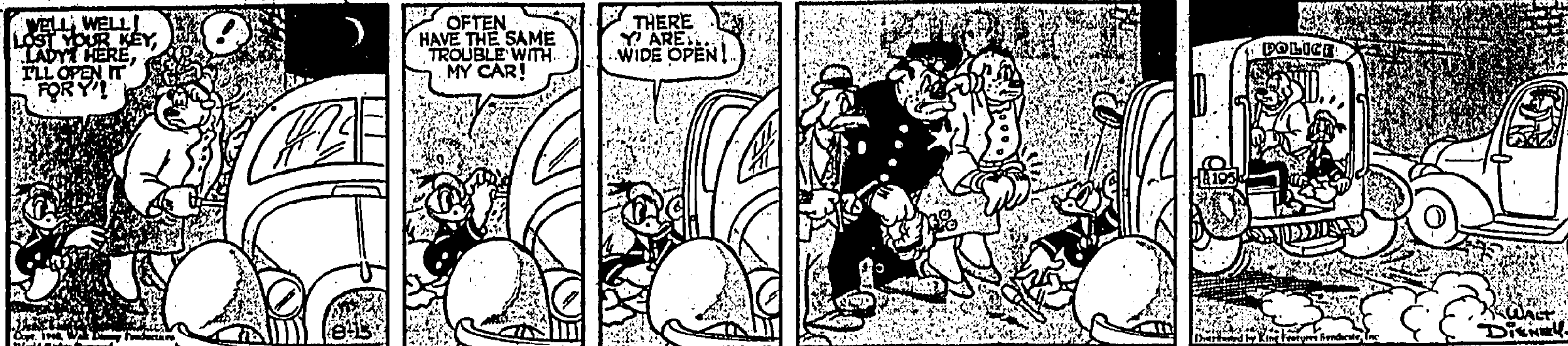
POLISH PILOTS DECORATED

LONDON, Sept. 18 (Reuter).—Members of the Polish squadron which destroyed 71 German planes in 18 days were decorated to-day by General Sikorski, the Polish Prime Minister and Commander-in-Chief.
Sixteen airmen received the Polish equivalent of the D.S.O. and four the equivalent of the Military Cross.
CALCUTTA, Sept. 18 (Reuter).—The Bengal Government has contributed £2,500 to the fund for the relief of London air raid sufferers which was opened by the Mayor of Calcutta.

IMPORTS TO SPAIN

British Agreement
LONDON, Sept. 18 (Reuter).—It is learned that an agreement has been reached between the British and Spanish Governments regarding the amount of imports of oil into Spain.
It is officially regarded as satisfactory to both sides.
Further steps to tighten the blockade were announced to-day.
Shipping Black List
The black list of shipowners is in future to contain a list of their ships which will not be granted facilities in British ports nor ships' navicerts.
The new discrimination list will include the names of ships which have committed blockade offences and are considered to be potential blockade runners to whom Britain is not prepared to grant any facilities.
This is to enable neutral traders and exporters to know which ships are not to use.

DONALD DUCK



By Walt Disney

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MAGAZINE PAGE

AIR RAID WARNINGS

• Some people have heard them almost daily, others only a few times since war began. Here is the man who gives the signal.

AIR CHIEF-MARSHAL SIR HUGH DOWDING, Commander-in-Chief, Fighter Command, and his staff are responsible for giving the signal to sound the sirens.

Just as it's his job to tell the anti-aircraft when to open up—to tell the various stations when to send up the fighters to intercept enemy planes.

As boss of the Ministry of Home Security, Sir Hugh Anderson supervises the sirens and the men who sound them. But he doesn't give the word for the siren symphony.

Sir Hugh Dowding's Fighting Command is the final deciding factor between you and the wailing warning—but the chain starts a long way back and the sequence of links goes on a long way past Sir Hugh.

THE first link is the lonely observer Corps—the unsung heroes of Home Defence. Unseen, enthusiastic men whose job is never ended.

Throughout Britain, on marshland and moor, men who are usually a bit beyond the fighting age are listening now in improvised hideouts, listening for the well-timed drone of enemy warplanes.

They have to go to desolate places to get the quietness for their job.

They work the super-tuned sound detectors—equipment more sensitive than the human ear, a hundred times magnified. Lonely weeks and months the Observer Corps spend waiting and listening in the stillness of the day and night, often planted in the midst of swamps or perched on bleak, windswept hills.

They have phones direct to the local Observer Corps centres, from where a coded flash goes to headquarters. Flash again and G.H.Q. of the Fighter Command—the Spitfire, Hurricane and Defiant boys—know all about it. Up go the pursuit planes and out go the signals sent by the chief of A.R.P. stationed at Fighter Command.

First, it's a confidential warning for the firemen, the ambulances and the rest of the great anti-raid network to stand by. You, as a member of the general public, won't hear of these. We may have half a dozen of these in one district in a night when our fighters are busy chasing the tip-and-run bombers.

But if the raid is in earnest on your part of the country, then the "action" signal is sent out and the warning is given.

The noise is part of the game. Engineers took years to find the ideal wail. It has to be arresting, startling, something to make you stop, listen, and heed the warning.

Factory hooters, blast whistles, klaxons were all tried in turn. They sounded too much like the noises we've tuned our ears to.

The siren has a simple mechanism and costs £40 to £50. It is sold by private firms to those with authority to buy—A.R.P. authorities, police and local councils.

It's like a small beer keg with both ends open. In it is a rotor. It whizzes round at high speed. Air, squeezed through minute holes, does the rest.

THE men of A.R.P. are the remaining links in the chain from observer to you.

The people who work the sirens are the police. A few are operated by air-raid wardens and some by chosen factory hands.

The siren drum is in some high place unobscured, usually on the roof of a police station or on a pole beside a police box. Wires connect it to the switchboard below; others take the electric current from the mains.

In country districts the siren key is on a warden's house, in industrial areas on factory walls. Some are remotely controlled by a central switch many miles away. The switchboards are in the communication rooms of the stations, or in the police boxes.

Now, the people who work the switchboards have to be there day in and day out in shifts. There's not been a second's break since September 3.

Their job is a simple one, ruling out the yawning. On the board are two switches, slightly larger than the average house-switch.

One sets the siren going, the other the auto-wailer. It's the auto-wailer that gives you that sinking feeling. Housed in a separate box, it gives the wailing, intermittent note.

They put that switch on only when the signal comes along for "action." It stays on for two minutes. When the "raiders passed" is given, only the single siren switch is operated and you don't get the wail.

Basil Cardew

Doctors Have Halved The Casualty Lists

PHILIP JOHNSON
Describes A Medical Revolution

Among the casualties which arrived at a South Coast port during the miracle of Dunkirk was a Chinese steward from an English destroyer.

The surgeons needed only one glance at him. "Hopeless," they said regretfully, and turned away to those other men in which they had at least a chance of saving life.

Three days later the man sat up in bed, and smiled.

I HAVE told that story because it illustrates a great truth.

Britain is equipped to-day to deal with casualties, whether among the civilian population or among the Services, in personnel, in skill and in apparatus on a scale undreamed of in the last war.

All the great hospital resources of the country have been brought within the Ministry of Health's Emergency Hospital Scheme. Many of them have been extended and improved.

The finest medical skill of the country, enrolled in the Emergency Medical Service, is at the command of the Government, for treating both air-raid and military casualties.

Estimates, of course, in such matters, can be little more than guesses, but it is worth while giving the opinion of half a dozen famous physicians and surgeons with whom I have talked of the subject.

Their view was that, if in the war of 1914-1918 we had had the medical service ready to use that we have to-day, and could

have added to it the skill we have now acquired, our fatal casualties might well have been less than 40 per cent. of what they were, and injury would have been robbed of half its terrors.

The names of the men and women who have achieved this revolution in our treatment of the injured will, perhaps, never be known. They are to be found in the research laboratories and hospitals all over the world, and particularly in England.

WHEN war broke out in 1914 we knew practically nothing of casualty treatment. In those early days, for instance, 80 per cent of the cases of compound fracture of the thigh, died. By the end of the war, the figure had been reduced to about 20 per cent. To-day it would be even less.

At the lessons we learned in the last war are now in use. We have not dropped one of them; and a quarter of a century of practice has taught us more. In those intervening years, the history of thousands of cases has been studied and re-studied. Science and technique have been advanced. And then, two years ago, acknowledged experts in their own spheres, spread the new knowledge among the doctors of Britain in an intensive course of lectures and instruction.

It is a commonplace that in the last war shock due to injury was a more frequent cause of death than the actual local injuries themselves.

To-day, the Royal College of Surgeons has gone a long way towards mastering the problem of shock.

The Medical Research Council established a "Shock" Committee. Its findings are to be published almost at once. Already they are being anticipated in practice.

We know now that shock must be treated at once if treatment is to be successful.

We deal with it in the First Aid posts by keeping the patient warm, giving him hot drinks, perhaps treating him with morphine.

In the hospitals there are special resuscitation wards where those dangerously shocked have been almost literally brought back to life.

Heads are electrically heated. Intricate oxygen plant is available. Oxygen has been found to be one of the most important agents in treatment of shock—and, last of all, there is blood transfusion.

Even in the last few months, the art of blood transfusion has progressed beyond all knowledge. Our new technique saved thousands of lives in France in the early part of the war; it saved hundreds of others at Dunkirk. Mr. Malcolm MacDonald, the Minister of Health, lifted the veil a little the other day when he told the world of the dried powder made from a constituent of blood which can now be used.

Think of this dried milk, and then of the many times greater quantity of liquid it will make. The miracle of dried plasma is like that. Enough of it can be carried in a large suitcase for a thousand men. It can be carried to the most advanced posts in the field. Men can be treated with it on the spot.

ADVANCE has been made, too, in the treatment of wounds by immobilising them in plaster of paris. This technique is supposed by many people to have originated here, in recent Spanish Civil War. But it was invented many years ago by Dr. Winett Orr in America. What the Spanish surgeons can claim is that, faced with numerous casualties, they improved and developed the Orr technique.

A few weeks ago I was talking to a sister in an emergency hospital. She was a woman of many years' experience in one of the great London hospitals, and she was not one given to overstatement.

"Come and see the miracle," she said to me. She led me to a ward and pointed to the men in the beds. "Burns," she said. I asked where, for, to my untrained eye at least, there was no sign.

"That," she replied, "is the miracle." These men, she told me, had come back from France very severely burned. It was unbelievable that they could live, and if they did live—so it seemed to her—there would be no disfigurement which plastic skill would fail to move.

Yet, here they were, practically unmarked.

AGAIN, the new treatment: treatment with tannic acid by methods unknown until recently; and, for the bad cases, burned all over, saline baths in which warm saline water is kept constantly running over the burned body for hours on end till the sepsis is washed away, the pain lessened, and the wounds begin to heal almost as one watches.

It is one thing to restore a limb; it is quite another to restore its use. In the last war Sir Robert Jones started centres for the treatment of fractures and similar injuries.

To-day, were he alive to see it, he would scarcely recognise his work, so great is the development that has taken place. In England to-day the Ministry of Health has nineteen main centres in which to teach soldiers, sailors and airmen how to regain the use of their maimed limbs, and 70 or more smaller centres where the work is equally well practised.

SPECIAL units have also been set up by the Ministry for the treatment of chest and head injuries—some of them mobile, so that there may be no need to move a man with injury to both head and chest, when to do so would prove fatal.

New German Fighter

By C. G. GREY

BECAUSE of the short nights the bombing of German aircraft factories by the R.A.F. has not been so extensive as it might have been.

The Heinkel factories at Oranienburg and Rostock, the Messerschmitt factories and the B.M.W. motor factories in Bavaria, and the Daimler-Benz factories at Stuttgart, have not yet had attention. So far, most of the bombs have been delivered to the Focke-Wulf factory near Bremen.

There the chief new product is supposed to be a small monoplane, which is driven by a pusher propeller—nearly all airplanes are drawn along by a tractor airscrew in front.

The pilot sits in front in a sort of cockpit, with six or eight guns round it, which would throw a cone of fire, instead of a converging flat plane of fire, as do our eight-gun fighters.

It was designed by Mjnhner Slot, in Holland, before war was declared in 1939. It has a Daimler-Benz motor of 1500 h.p. Those who have seen it say it is very fast and manoeuvrable—unlike the fast but clumsy Messerschmitts.

Mr. Slot designed a so-called "tool-proof" light airplane some two or three years ago and brought it over here to demonstrate, but nobody wanted it. But he did not propose, then, to make a high-power fighter of it. And if he had done so nobody here would have believed him.

Other information is that the Germans are making high-level (so-called "stratosphere") bombers, to come over here at 35,000 feet or so, where searchlights and guns are not likely to reach (or, at any rate, hit) them.

From that height their bombing is not likely to be at all accurate. A great consolation for those who live or work in their targets, but not for those who live within a radius of some miles. From that height a couple of miles away would be what marksmen call a "near outer."

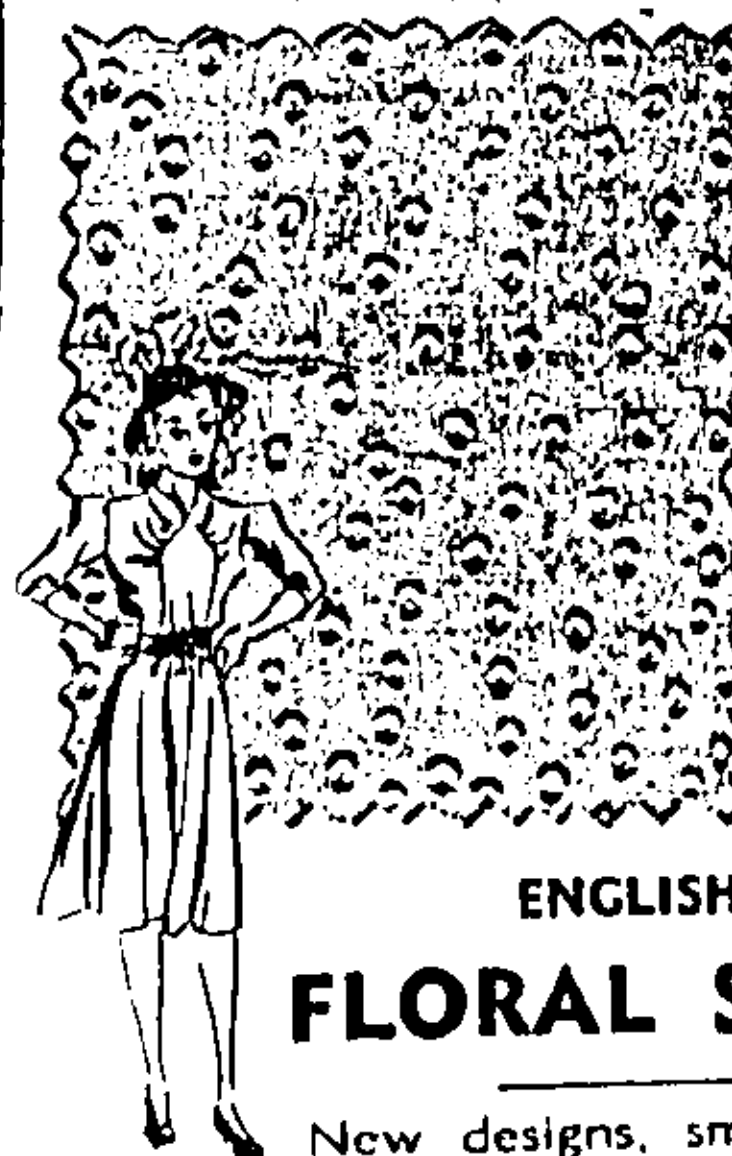
Nothing has been heard for months of little General Udet, one of the world's best fighting and aerobically pilots, who was put in charge of German technical development two years or more ago. The faction in power before him had ordered a lot of big four-motor monoplanes, much like the American Boeing "Flying Fortress"—much advertised. Udet scrapped the lot, or told the makers to sell them as air-liners, and went in for high-speed Heinkels, Dorniers, Messerschmitts and Junkers.

If Udet has been sacked, perhaps the "Flying Fortress" faction has come back, and is going in for promiscuous plastering from great heights, because Udet's preference for accurate dive-bombing and medium level work through accurate bomb-sights against definite targets has cost so many casualties, thanks to our fighters and A.A. gunners.

High-level bombers are going to be much harder for our fighters to find and attack in the dark. Which merely adds weight to the argument that the best way is to attack them by surprise—as our "taxi" attacks us. That has been Lord Trenchard's argument ever since war was declared.

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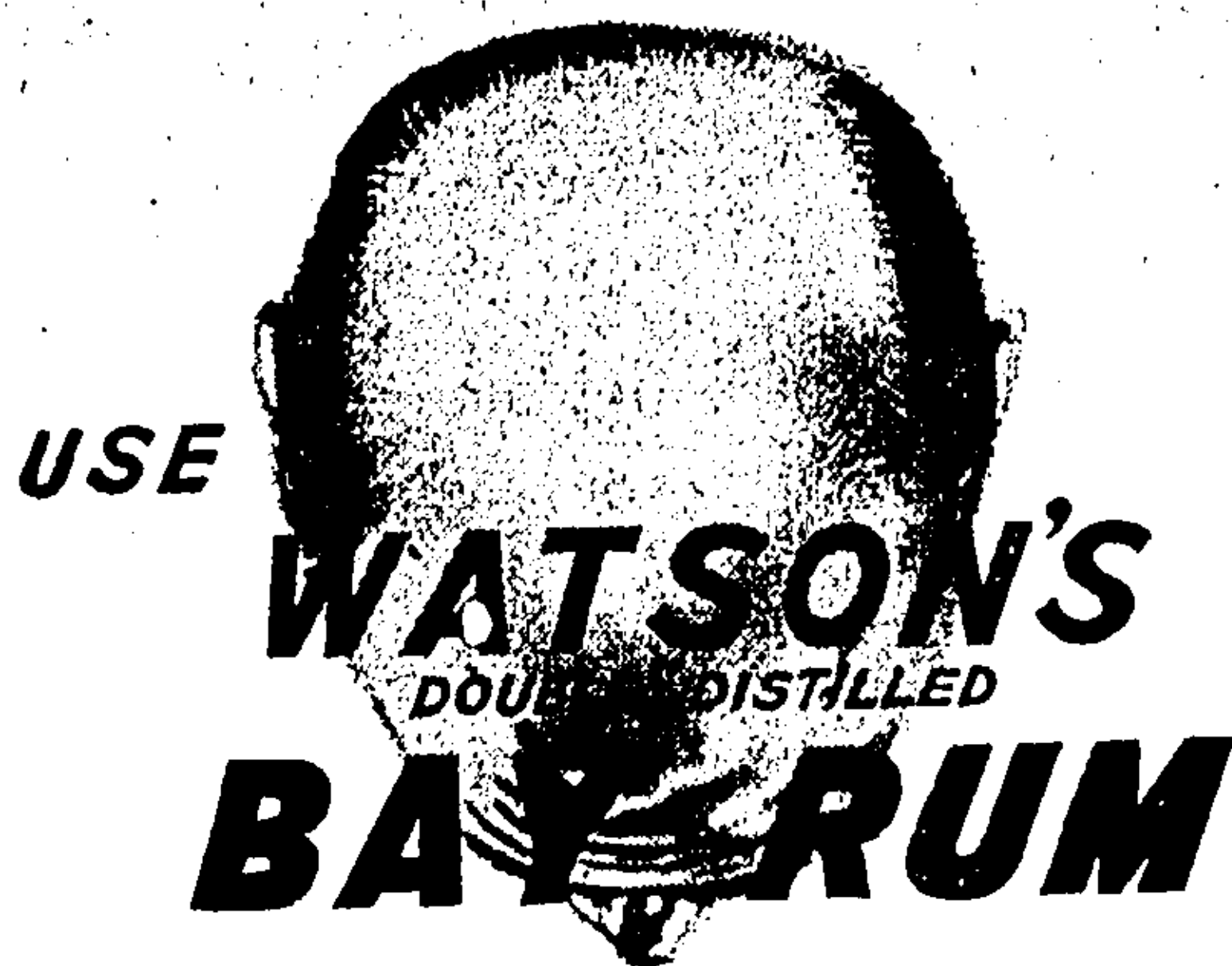
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DEATH

STAFFORD SMITH. On Thursday, September 19, 1940, at Sheik Lucy Kathleen, beloved wife of Featonly Stafford Smith, Funeral Service at the Colonial Cemetery Chapel at 5.30 p.m. to-day. No flowers. (Shanghai papers please copy).

The Hongkong Telegraph
Thursday, September 19, 1940.
Wyndham St., Hongkong
Telephone: 26015

THE press "special to the Telegraph" is used by the "Hongkong Telegraph" to indicate news which is strictly copyright under the provisions of the Telecommunications Ordinance, 1938. Such news is marked with the indication "UP" is received in Hongkong on the date of publication by the United Press Association, who serve all rights and forbid republication, either wholly or in part without previous arrangement.

Food In Europe

Economists and others are busily discussing the European food situation, a question which is naturally one of the first importance on account of its bearing upon the probable length of the War. The findings of such an expert authority as Mr. John Black, consulting economist in the United States Department of Agriculture, should help to form a tolerably clear picture of the food conditions in most of the countries of Europe. In a recent essay he has supplied detailed figures relative to the chief foodstuffs in store or in course of production in European lands, exclusive of Russia, which is an unknown quantity and not likely to figure largely in the present situation.

Wheat, it appears, is about seven hundred millions of bushels short. In the Balkans and Germany, crops are below average, while Italy and Spain will have enough and France nearly enough for next year's needs. Rye, barley, and oats have been reduced somewhat, but not so severely as wheat. Europe, although it has more cattle, hogs and sheep than all North America, normally imports large quantities of beef, mutton, butter, cheese, and lard. Hogs and beef cattle are now being slaughtered more rapidly than usual. Each country grows almost exactly the amount of potatoes that it consumes. There is a deficiency of fats and oils.

All this adds up to show that Europe may possibly manage to endure until the 1941 crop is harvested. To achieve this, live-stock must be slaughtered freely, and rye must be reserved for bread uses, and large quantities of barley, oats, and corn devoted to direct human use. It will be a close squeeze, however, even assuming a much more equal distribution of the present food supplies than has prevailed in the past, involving a very large assumption, as soldiers are pretty sure to fare better than industrial workers. In Mr. Black's opinion the total situation is that an effectively blockaded European continent will mean that a great number of people in some areas will suffer from want of food.

The economists are not the only people in America who are talking about the European food situation. The friends of Germany in the United States have learned a new tactical method. They no longer dwell with pride upon Germany's invincible economic self-sufficiency. Their favorite topic now is the evil plight of the Danes, Dutch, Belgians and French, owing to the scarcity of food brought about of course, not by the invading Germans, but by the British blockade. The story is that if Great Britain can be induced to allow food to enter Europe, the Germans are prepared to give all kinds of undertakings that it will reach the hungry and distressed populations and will not be appropriated to the use of the German army.

The proposal that Great Britain should relax the severity of the blockade, thus laying aside one of

Pilots' stories tell just how good our planes are

By O. D. GALLAGHER

ONE thing the men and boys of the R.A.F. hate—bally-hoo about themselves. Reckless praise for their exploits makes them mad.

They can't stand tales that give the impression they go out n-hunting the Luftwaffe of a morning—come gaily back to lunch with half a dozen Messerschmitts spitted on tooth-picks.

Makes it very difficult for reporters, because, broadly speaking, that is the set-up.

Almost every day comes a report of our R.A.F. meeting numerically stronger Luftwaffe formations. Almost every day our men stay behind to fight and live to fight again another day. This sort of thing is likely to be their daily bread for some time to come.

And that's why they resent too full some praise. It suggests they are having a high old time. They're not. Exaggerated praise makes a Spitfire pilot say: "Aw, rot!" There's in a serious job hard and probably long.

So here is some authentic background on one of our Spitfire stations.

PUT twin brothers, say, in two specially picked suits. One with knife-like creases in his pants and a buttonhole in the lapel; the other in pants like empty egg sacks, and sleeves out at the elbows. Twin No. 1 is going to feel a hundred per cent. more able to face the world than Twin No. 2, isn't he? Well, change the suits for fighter planes. Change the twins for the R.A.F. and the Luftwaffe. In Spitfires and Messerschmitts (of any type) you have an almost perfect analogy.

Our Spitfire boys enjoy a confidence in themselves that the Luftwaffe pilots cannot have. And, anyway, our boys have better training.

As one said to-day: "You get a good feeling when you've got two or three Me's on your tail... you just pull out the plug and shoot ahead! They can't touch you."

FOR these boys the war started on May 20, Dunkirk. The days of waiting before that are a nightmare to them. The group captain (they call him "Groupers" or "The Old Man") told how one of his boys first found the war.

"He was one of the poor blokes stooging around looking for the odd Jerries who used to come over. They all got absolutely browned-off (bored stiff). Then it started. The R.T. (radio telephone) was on in my office. He just about blew it wide open shouting: 'God Almighty! Tally-ho! Hordes of them!' He went sailing in singing at the top of his voice."

The war had really started for the Spitfire boys.

Another came back after a fight. He was alone. On the camouflaged tarmac his squadron's intelligence officer was waiting, but it was some minutes before he could get anything out of the fighter. He sat in his tight cockpit, eyes bright, grinning, saying: "God, they're easy! God, they're easy!"

What a tale he told the intelligence officer later. "I was over Dunkirk. Couldn't miss it. A column of smoke came out of it as high as I could climb, nearly. Three Me's came at me, but by the time I really got flying I was after them. I pranged! (smashed) 'em all. The Mahoney boys (A.A. men) were popping off at me. They made a few

her most effective weapons, is an ingenious one. There are difficulties, however. One is that Germany has an impressive record of broken pledges, and it would be extremely difficult to devise an engagement that she would consider binding. Another is that the Americans are themselves arming in all haste, to meet the danger of German aggression on this continent. They know that the British Fleet is their first line of defence, and that it would be dangerous in the extreme to reduce the effectiveness of the blockade.

Three Me's in sixteen seconds... That's the firing capacity of a Spitfire.

THEY told me they can usually tell when a chap has had a bad trip.

"If a chap's had a lousy trip he gets a bit braced-off (cantankerous). Probably squawks at lunch in the mess about having to forage (go to the big hotplate and fetch his own food). Nothing unusual about this. Don't think the boys are temperamentally, chiefly because there's a limit to the amount of prima donna stuff the C.O. can take.

"But it was the same in the last war. Chaps home on leave were apt to make a rumpus because the breakfast coffee was cold, or something. It has to do with coming back safe once more... A minor rebellion because everything isn't perfect."

ONE "exactly-how-it's-done" story from our Spitfire Patrol—

"Jonah," a twenty-one-year-old. "There were three of us. We were about ten miles out at sea. Our echelon leader was high up—in sight of land. We were down in the mist, in sight of each other. I saw a Heinkel straight ahead. I don't think he saw us, because he seemed to be concentrating on our leader up aloft. The feller with me (on the outside of the formation) went straight in, and I followed when the Jerry broke away.

"His wheels came down. I fired for six or seven seconds. He did a stall turn to port, and I flew off again into the mist. Gosh, it was thick. He showed up again, though, beeping off to some ships below. I gave him a few more seconds' firing and he turned for land."

"He couldn't make it. I saw him in a patch of sunlight that looked like a yellow searchlight through a hole in the mist. He was almost on the sea. He did a gentle stall, a bit of spray came up, then... there was an almighty splash as he went in."

"Jonah" hung around and saw two men get into a rubber boat. He fired very lights over the shipping to draw their attention to the Jerries, but, as he said, "They wouldn't take any notice. When they saw my lights they probably said: 'That's all right, you can't frighten us. We know you're a Spitfire!'"

"Jonah" went home when he was running short of petrol. Nothing more he could do. The two Jerries were washed ashore some days later in their boat. Dead.

Nothing sensational about "Jonah's" first Nazi. He just risked his life to force that Heinkel to drop its bombs in the sea instead of on the happily ignorant shipping who thought he was pulling their legs.

CULINARY footnote: If you have any doubts about lining up the Ministry of Food's eat-more-offal campaign, they may be dispelled by two Spitfire boys I met at lunch in their mess. After soup, both ate a plate of tripe and onions—and went off on patrol.

What's of to you, is fuel for Spitfire boys.

FUNNY SIDE UP By Abner Dean



"I bought four hats this time, dear... you're bound to like one!"

THE VILLAGES OF ENGLAND

The villages of England have slept for many a year
And dreamed among the hollyhocks and drowsed beneath
the trees,
They sent their sons to fight for us but little did they hear
Above the croon of woodpeckers and lullaby of bees.

The villages of England have awakened now indeed
And thrust the poppies from the gate, the nightshade from
the porch,
And each conceals his ancient name and where his wild lanes
lead,
For far-off days have handed on once more the flaming torch.

Again the silent belfries wait to sound their loud alarms,
And though around the casements the clematis is curled
Behind each cottage window a yeoman stands to arms,
For the cottages of England are the bastions of the World.
P. E. C. DUCE.

The saga of a dirty little coaster

MEN who took part in the the woodwork and metal around them.

Harry Treadwell, mate of the coaster came to the wheelhouse. Splinters hissed around the helmsman, twenty-year-old John Ward, a gunner boy. The wheelhouse was lit with the glare of another star shell.

Harry Treadwell flung himself on the boy, shielding him from the splinters. Two sharp groans revealed that Treadwell had been hit. The men in other ships in the convoy were being wounded while the battle was at its height. Harry Treadwell had three wounds in his leg, and a third man had a scared furrow across the knuckles of his hand.

Suddenly there was a crash further up the line. Captain Guy, of the coaster, said, "What was that? A depth charge?"

Stabs Of Flame

In fact, it was a German torpedo finding its mark. A moment later a star shell fired from a German "E" boat fell in an arc over the convoy, and guns opened fire.

From out of the blackness shells spat out. They struck the decks and plained against steelwork.

Aboard the British ships gunners ran to their posts and stood peering, trying to get their eyes accustomed to the blackness. First from one side, then from another—then from ahead and then from behind—the convoys ships—came spluttering stabs of flame.

Our gunners fired back at the splashes of light in the darkness. They had no other guide to their target. The low-cut German torpedo boats showed no silhouette against the sky.

The men in the coaster heard another explosion ahead of them. In all they heard three.

It meant that three British ships were torpedoed.

After the first few minutes the star shells went out. Another shot up, illuminating the sea and the convoy—but not the lurking torpedo boats—as it floated down.

British escort ships, shepherded the convoy and fought the attackers at the same time.

Captain Guy directed his men "Hard to port, hard to starboard, hard to port"—as every other captain in the convoy was doing.

The men at the heavy hand-steering gear sweated as they spun the wheel over. Every one took his turn at the wheel. Shells splattered on the wheelhouse.

"I lost the race," he said. "Only the grace of God saved us. Before I could warn the captain the torpedo was on us—and missed the stern by not a fraction more than twelve inches."

"George Smith, a deckhand, saved the ship from the third torpedo. He was the only one to see the white streak of its propeller-wake, and to hear the 'whoosh-whoosh' sound as it sped towards the ship."

He burst on to the bridge, flung himself on the wheel, and spun it over hard. The ship swerved on her course, and the torpedo shot harmlessly by.

"We had run into a carefully prepared ambush," said another of the men.

"It seemed as if they knew where we should be, and at what time, and they were waiting for us with their engines silent. There was no way we could fight back. We couldn't see what we were fighting."

A ship in front of us had been torpedoed. We heard shouts for help, and flung lifebelts into the water, although we could see no one to pick them up."

The rest of the convoy steamed on. It steamed on, undisturbed—into more trouble. What they had been through was only the beginning of the battle.

The Nazi bombers swept down out of the sky as morning came, and on their tails came the fighter planes of the R.A.F.

The start of the battle could be seen from the shore. It was chasing. First he was on its tall pumping funnels into it.

"Then, with a real circus' stunt manoeuvre, he dived under it, came up in front of it and over it, firing all the time. The two of them disappeared into the cloud with the German heading downwards."

Beneath the planes which twined and turned within view of this port—there were over eighty Germans attacking at that time—the convoy was still ploughing its way forward—still on its course.

BRILLIANT DAYLIGHT ATTACKS ON NAZI CONCENTRATIONS

R.A.F. PILOTS WHOSE HOMES HAVE BEEN BOMBED TAKE SWEET REVENGE

LONDON, Sept. 18 (Reuter).—British bombers yesterday carried out daylight attacks on the port of Ostend, on shipping at Zebrugge, a convoy and barges off the Dutch coast and on aerodromes at Ymuiden.

Last night Bomber Command aircraft made heavy sustained attacks on the ports of Hamburg, Antwerp, Terneuzen, Flushing, Zebrugge, Dunkirk, Calais and Boulogne.

Much damage was done to shipping and military stores. Gun emplacements in the vicinity of Cape Gris Nez were also attacked.

Other forces of R.A.F. aircraft bombed distribution centres at Krefeld, Hamm, Elhrang, Osnabruck, Soest, Brussels and goodyards at Stockholm, near Cologne.

Coastal Command aircraft attacked Cherbourg Harbour. At least two supply ships were sunk and many fires started.

Two of our aircraft have not reported to their bases.

Ships Blown Up
Two large ships, one of which is believed to be a destroyer, were blown up in Cherbourg Harbour during the R.A.F. night attack, states the Air Ministry news service, amplifying the communique.

Much other damage was caused in the raid and when it ended there was a ring of flames around the harbour from the burning buildings and vessels.

One of the pilots who attacked Ostend said: "We got hardly any opposition at all. There were a few searchlights but there was nothing to worry about. It was just like bombing on practice raids."

Revenge Is Sweet
This pilot believes that he hit an ammunition train for explosions which broke out were "all sorts of colours." Two of his crew's bombs hit the rear gunner. Both their homes have been destroyed by enemy bombers. "You can imagine that they are feeling pretty happy about this show of ours."

The town of Ostend itself, apart from a few houses on the edge of a railway yard, appeared to be untouched. "At any rate there were no fires or any other indication of it having been bombed. The fires were all on the docks."

The flight commander confirmed that opposition was slight. "On my last trip the Germans filled the sky with everything they had. This time a few enemy fighters were about but they were all well off our track."

A sergeant-pilot, whose Chelsea home was demolished during Germany's many indiscriminate attacks on London, was so keen to see his bombs hit the target at Boulogne that he dived to 200 feet to make sure. The rear gunner of this aircraft was equally anxious to see the same result for his mother had been wounded in the leg by bullets fired from a Junkers aircraft subsequently brought down in a back garden.

Bombs on Boulogne
Boulogne had another tremendous attack and one which was particularly successful. A quantity of bombs fell on barges and other ships and flames could be seen 20 miles at sea.

At 3 a.m. Zebrugge was fiercely attacked. Bombs fell in the dock basin, the harbour entrance and on five cargo boats.

At Ostend, the outer and inner harbours, the main docks and about 30 barges were bombed.

A big barge concentration south-east of Flushing was also bombed. There was a series of explosions, then spreading flames and lastly a tremendous explosion.

At Antwerp the docks also took heavy punishment. Great fires raged on the quays while shipping in the Scheldt and the riverside dock was repeatedly hit.

One bomber scored six direct hits on ships moored to the town quay.

ITALO-GREECE RELATIONS
ATHENS, Sept. 18 (Reuter).—There appears to be an improvement in the situation as far as Italy is concerned as the Italian Legation here has announced that children of Italian families in Italy are returning to Greece on September 25.

Italian schools in Salonica and elsewhere are re-opening at the end of the month.

Dastardly, Deliberate Attack on Mission
LONDON, Sept. 18 (Reuter).—"Dastardly and deliberate" was the description applied by Mr. R. A. Butler, Under-Secretary for Foreign Affairs, in the House of Commons to-day when asked for information on the attack by two Italian aircraft on a Mission station at Doro, in the Sudan, on August 23.

Mr. Butler declared that at least 50 bombs were dropped and machine-guns were also used.

Of the Mission staff of five, two were killed and two were wounded. They were all Americans.

In addition, a native girl and two boys were wounded.

Isolated Station
The Mission station, said Mr. Butler, was isolated and far from any military objective. Its location was well-known to the Italians whose attack was clearly deliberate, as

Fires were seen in the docks at Hamburg after they had been bombed early to-day.

Aerodromes were attacked in Germany as well as the usual railway yards.

Attack Made In Gale
Three squadrons of Blenheim and Beaufort bombers of the Coastal Command carried out an attack on Cherbourg Harbour in which two large ships, one believed to be a destroyer, were destroyed.

The attack was delivered in a gale and against sustained opposition from guns ashore and afloat which sent up a box barrage, according to one pilot, "so thick that it was like a fiery carpet."

The Blenheims opened the onslaught with explosive and light incendiary bombs which started fires to light up the scene.

Then the Beauforts came in. The first pilot saw a long dark shape on the water. It was a ship of about 3,000 tons and he got a direct hit amidships which caused a shattering explosion.

The pilots of two Blenheims cruising overhead said the vessel suddenly became a furnace from end to end.

Then another Beaufort pilot got a direct hit on the second ship. There was a succession of vivid flashes and then an explosion which still reverberated when the aircraft had climbed and turned for home.

O. B. I. Awarded To Subadar Major of Rajputana Rifles
GOVERNOR GIVES SPEECH IN FLUENT HINDUSTANI

After addressing the 5th Battalion, 6th Rajputana Rifles in fluent Hindustani, His Excellency the Acting Governor, Lieut. General E. F. Norton presented Subadar Major Rahim Ali with the insignia of the Order of British India (First Class) on the Hankow Barracks, Parade Ground, Shamshuipo at 7.30 a.m. to-day.

The presentation was made on the occasion of Subadar Major Rahim Ali's promotion from the Second Class of this Order.

There are only five medals of this class in the Indian Army.

His Excellency, who was accompanied by the G.O.C., Major-General A. E. Grasett, was met on arrival by Colonel R. D. Ambrose, Officer Commanding the 5th Battalion, 6th Rajputana Rifles. He then inspected the Guard of Honour under the command of Capt. Indrajit Singh. Other officers of the Guard were Lieut. Saikal Khan and Lieut. Dube.

Governor's Speech
Speaking in Hindustani, His Excellency said:

Colonel Ambrose, Officers, N.C.Os and men of 5th Battalion 6th Rajputana Rifles. Subadar Major Rahim Ali, Subadar Bahadar, has been awarded the Order of British India 1st Class.

You know that with the exception of the VC there is no decoration in the Indian Army.

To qualify for this decoration it is not only necessary to have had long service, but it is essential to have had the most distinguished service in peace and to have displayed great courage in war. The Subadar Major has just such service to his credit.

Promoted jemadar after only six years service he became jemadar adjutant two years later; he was promoted Subadar Major after 26 years service.

Orderly To King George VI
In 1939 he was appointed Orderly Officer to His Majesty King George VI.

He served throughout the great war from start to finish confronting the enemy in four different theatres and was wounded in 1916. He then saw two more years of war in Mesopotamia—seven years of war in which he not only displayed consistent bravery but was notable for his cheerful optimism under the most adverse circumstances.

Thereafter as Subadar and later Subadar Major he served with the regiment in peace—and his record in peace was no less distinguished than in war.

country while lack of leave has accentuated these troubles and caused some of you hardship and loss.

The successes you have had no less than the difficulties you have endured have been shared by your Subadar Major.

The fame that you have won has been his also; your troubles have been his.

To-day you in turn share the honour and fame which he has won. Subadar Major Sahib I congratulate you on the decoration with which I now decorate you.

After the presentation, His Excellency breakfasted with Officers of the Battalion in the Officers' Mess.

SWISS VOTE FOR DEMOCRACY
BERNE, Sept. 18 (Reuter).—The principle of democracy was endorsed by a majority in the Swiss Lower House to-day in a declaration noting that the Cabinet had affirmed its determination to continue a direct national police according to this principle "to the exclusion of movements whose aims are contrary to the independence, sovereignty and dignity of the country."

THE WAR FUND
A total of \$1,331,007.12 was reached yesterday by the War Fund inaugurated by the S. C. M. Post, Ltd. The latest donations are:

Bombay per Marco, 7-30
A. V. A. D., 1-30
S. H. Shaw, 1-30
In memory of the late Mr. J. P. Shaw, 1-30

Don. J. H. King, being a donation to the S. C. M. P. War Fund by members of the Police Recreation Club on the occasion of his retirement 270-30

BOULOGNE AN INFERNO

R.A.F. Onslaught

LONDON, Sept. 18 (Reuter).—Terrific flashes of flame lit up the French coast in the region of Boulogne to-night as the R.A.F. launched a terrific attack on German invasion ports.

The raid was apparently the most violent yet carried out by the R.A.F. on Boulogne. Gun flashes stabbed the water and anti-aircraft searchlights swept the sky.

The raid began soon after 8 p.m. and as it developed many miles of the French coast seemed to be ablaze.

As the raid developed, fresh waves of British bombers spread the attack to Calais, where big fires broke out, casting a red glow into the night sky.

Flaming onions cut through the searchlight beams and shell-bursts studded the sky at most continuous bomb flashes showed that the British pilots were pressing home their attack with determination.

The attack continued well into the night.

Medley of Fires
At Calais a fire a quarter of a mile long was left raging on the west side of the basin of Carnot and a medley of lesser fires broke out at the corner of another basin and down

R.A.F. FORESTALL INVASION

Dramatic Raids on Nazis

LONDON, Sept. 18 (Reuter).—Steadily increasing pressure on the German-held Channel ports, the Bomber Command of the R.A.F. sent last night one of the largest forces of British bombers hitherto used, to continue the relentless forestalling offensive which, for nearly a fortnight, has been proceeding against the German invasion plan, says the Air Ministry news service.

While the potential "invasion spearhead," namely, French, Belgian and Dutch coast, ships, barges, docks, harbours and gun emplacements, were receiving yet another terrific onslaught, other forces of R.A.F. bombers flew north-east to the right wing of the enemy's line in Hamburg to add further destruction to those strategic railway yards and junctions on Germany's western frontier which have already taken so much punishment.

Later a salvo of bombs on the same basin caused an immediate explosion and about 60 others.

The tidal lock was heavily hit. There was a heavy explosion and bombs were seen bursting about the lock gates.

The big gun emplacements near Cap Gris Nez were definitely identified by the raiders in the brilliant moonlight and heavily attacked. Many pilots saw bombs exploding well within the target area.

At Dunkirk, pilots saw great pieces of dockside buildings flying through the air and docks and quays were repeatedly hit.

Invasion Postponed
LONDON, Sept. 18 (Reuter).—According to the Berlin correspondent of the Swedish paper, "Allhandan," the German plans for an invasion of Britain have been temporarily postponed owing to the efficiency of the anti-aircraft defences and the R.A.F.

Germany will go on bombing towns and aerodromes but he has been assured in Berlin that Germany has plenty of food for the winter and does not fear a long war.

Conscripting Allies
Legislation Soon

LONDON, Sept. 18 (Reuter).—Mr. Clement Attlee, the Lord Privy Seal, intimated during the course of questions in the House of Commons to-day, that the British Government intended to submit to Parliament, in due course, legislation to confer the necessary authority upon the Allied Governments in Britain to call upon their nationals for military service in accordance with their own existing national laws, but in conformity with the uniform arrangements for employment of all Allied manpower on war service.

Mr. Attlee explained that until this legislation was passed, the position was that the Allied Governments had the right to call upon their nationals in Britain for military service, but British courts and authorities had no power to assist these governments in enforcing these obligations upon Allied nations who might be unwilling to respond.

Swedish Government Bans Newspaper
LONDON, Sept. 18 (Reuter).—The Swedish newspaper, "Tandens Tidning," has been banned for three days because it published anti-German reports from its London correspondent.

This is the first time that the Swedish Government has proceeded against any newspaper.

East Africa's First Coffee Planter Dies
NAIROBI, Sept. 18 (Reuter).—The man who planted the first coffee in East Africa died to-day.

He was John Patterson, a pioneer and missionary. He brought coffee seed from Aden 45 years ago.

Nazis' Iron Glove Rule For Belgians
LONDON, Sept. 18 (Reuter).—Heavy punishments are being inflicted on Belgians accused of breaking Nazi food regulations.

An Antwerp grocer brought before a Court-Martial was sentenced to death for plundering to the detriment of the community. He was shot immediately.

Many others are being fined heavily and their stocks seized.

The Nazis are said to be arresting people and confiscating their food-stocks right and left.

Meanwhile food rations in Denmark have been further cut. Coffee rations, for instance, are being reduced from 250 to 225 grammes a week.

Margarine will now be sold only to people with incomes below a certain level.

Bread rationing, which so far has covered rye bread only, has been extended to white bread rolls.

Coupons are even necessary for bread in Danish restaurants.

More U.S. Warships Are Handed Over
LONDON, Sept. 18 (Reuter).—The second batch of over-age destroyers for Britain has arrived at a port on the east coast of Canada.

These destroyers will be turned over to the Royal Navy immediately.



A new K Shoe for Golf or Hiking.

Made with soft tan calf upper, no toe cap, soles and heels of heavy crepe rubber—as illustration.

\$39.50

less 10% cash discount

SHORT SPORTS SOCKS in plain colours and check designs.

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TO-DAY AT THE KING'S

LATEST NEWS JUST RECEIVED BY AIR DIRECT

FROM LONDON

- SEE—Mr. Churchill Visit Naval Ports.
- SEE—Royal Investiture.
- SEE—Light & Heavy Tanks In Action.
- SEE—Indian Troops In Britain.
- SEE—Great Britain's Giant Navy In Action.
- SEE—Anxans Arrive In British Ports.
- SEE—The R.A.F. In Action, Actual Pictures Taken While In Aerial Combat, Etc. Etc.

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NANCY



U.S. Woman Tells The World— What I Think About Conqueror Hitler

—Dorothy Thompson

DOROTHY THOMPSON, widely read United States columnist and wife of Sinclair Lewis, the novelist, said in a broadcast from Montreal: "This war is really a struggle between Hitler and Churchill."

"On the one side is the furious, unhappy, frustrated, and fanatic figure who has climbed to unprecedented power on the piled-up bodies of millions of men. . . . He looked across at Britain, and was satisfied. Britain, ruled by business men and bureaucrats. They were cautious men. . . . they were decent and they were old. . . . So they closed their brief case and went fishing or shooting on week-ends. War was unthinkable. . . . But in England there was a man, Winston Churchill, who was no longer young; he was in his sixties yet there was something perennially youthful about him. . . . His father was the son of the Duke of Marlborough; his ancestors had said 'England,' and fought her wars, and led her peace, for as far back as any one could remember. . . . While he spoke—mostly to unheeding ears—the shadow was lengthening and finally loomed so tall and menacing that all the world could see."

Not Plutocratic
"And then when it was over them with the fua darkness of its horror the people of England—the common people of England—lifted Churchill on their hands, crying 'Speak, and fight for us!'"

"And who to-day is the plutocrat? Britain, in whose great houses live to-day the children of the London slums, and whose people pay 45 per cent. of their incomes in taxes? Or Nazi Germany, the great nouveau-riche kidnapper of provinces, collector of ransoms, stuffed with the delicatessen of the Danes and the Czechs and the Dutch?"

"The plutocratic England you attack, Hitler, is to-day a Socialist State—a Socialist State created out of love, and led by an aristocrat for whom England builds no eagles' nests or palaces out of the taxes of her people—a man who cares nothing for money, nor ever has, but only for Britain and for the coming world that a free and Socialist British society will surely help to build if ever it is built."

"The master of the dyke against world chaos is you, Churchill. . . . Around you, Winston Churchill, is a gallant company of ghosts. Elizabeth is there, and sweetest Shakespeare, Drake is there, and Raleigh, and Wellington."

"And when you speak, Churchill, brave men's hearts everywhere rush out to you."

"There are no neutral hearts—except those that have stopped beating. There are no neutral players."

Exports To S. America

Commons Query

LONDON, Sept. 18 (Reuter).—The question of export of wire products to South America was raised in the House of Commons to-day.

Colonel Baldwin Webb asked the Secretary of the Department of Overseas Trade whether his attention had been called to the fact that orders of wire netting from South America were being lost to this country owing to the present temporary embargo on export of such material, and that further difficulties were being created by the fact that German manufacturers were guaranteeing delivery of such materials to South America by autumn this year.

Action To Preserve Trade

Colonel Webb asked whether the Secretary for Overseas Trade would take steps to make the true position known in South America and so preserve this trade for Britain.

Mr. Harcourt Johnstone, the Secretary, replied that concentration on the nation's war effort during the inevitable curtailment of exports of wire products, but it was hoped that in the near future the position in this respect would become easier.

"I have been informed that offers for delivery in October have been made by Germany, but it seems hard to believe that such offers can in the light of circumstances be taken seriously. Nonetheless, action is constantly being taken to keep before the notice of South American purchasers the ability of this country to manufacture and deliver a very wide range of their normal requirements."

Exchange At A Glance

SELLING	
T.T. London	1/2 3/4
Demand London	1/2 3/4
T.T. Shanghai	415
T.T. Singapore	52 1/2
T.T. Japan	105
T.T. India	82 1/2
T.T. U.S.A.	22 1/2
T.T. Manila	44 1/2
T.T. Batavia	41 1/2
T.T. Bangkok	149 1/2
T.T. Saigon	90 1/2
T.T. France	Norm.
T.T. Switzerland	85 1/2
T.T. Australia	1/6 1/2
BUYING	
4 m/s L/C London	1/3 1/2
4 m/s D/P London	1/3 1/2
4 m/s L/C U.S.A.	23 1/2
4 m/s France	Norm.
30 d/s India	84 1/2
U.S. Cross rate in London	4.02 1/2
U.S. Cross rate in N.Y.	4.04

She Married Her Boss— The Baronet

CARMARTHEN.—It became known in Carmarthen that Sir John Philip Ferdinand Mansel, twelfth baronet, of Maesyr-glan Manor, was married at the local register office recently, to Miss Hannah Rees, one of his maids.

The bride is a daughter of a farmer. She is twenty years of age, good looking and attractive.

Her sister Mattie acted as bridesmaid. The best man was Mr. Samuel Rees, of the Market House Hotel, Carmarthen.

Miss Rees used to work at the Beehive Inn, Pencader, which is kept by Sir John's brother-in-law and sister, Mr. and Mrs. D. E. Jones. It was there the baronet first met his bride. Sir John and Lady Mansel have gone to Cardigan for the honeymoon. Sir John will soon be joining the forces. He is twenty-nine, and owns considerable property in Swansea. Sir Courtenay Mansel, his father, was Liberal M.P. for Penarth and Falmouth.

"Mighty" Chang At Queen's

Good Entertainment

"Mighty" Chang had another large and appreciative audience at the Queen's Theatre last night. He kept them in good humour throughout the evening with his patter and tricks, helped by the singing and dancing of his troupe.

Chang's was the dominant personality in the show, but he was equal to his task, many of his tricks being new to the local stage. Chang's show will run for six more evenings at the Queen's Theatre.

Italian Advance Into Egypt Analysed They've Started, Now They Can't Stop

LONDON, Sept. 18 (Reuter).—Although the Italian advance into Egyptian territory hitherto amounts to only about 60 miles, the attackers are permitted to go on for the simple reason that they cannot halt, writes "Reuter's" military correspondent.

At Sollum, there is only a small harbour through which supplies cannot be obtained even if the Italian Navy is able to ensure them.

Sidi Barrani, now an advanced post of the enemy, was previously lightly held by British mechanised forces amounting to about one company.

British Strategy
General Sir Archibald Wavell, the British Commander-in-Chief, never

had any intention of resisting the Italian advance in that neighbourhood.

The British policy was one of elastic defence and aimed at luring the Italian Army in Libya to put its head—like a tortoise—out of its shell and then hit the head. Hitherto all reports confirm that the Italians have been given nothing to attack but the situation now becomes more active as from Sidi Barrani onwards a metalled road will be available.

Crossword Puzzle

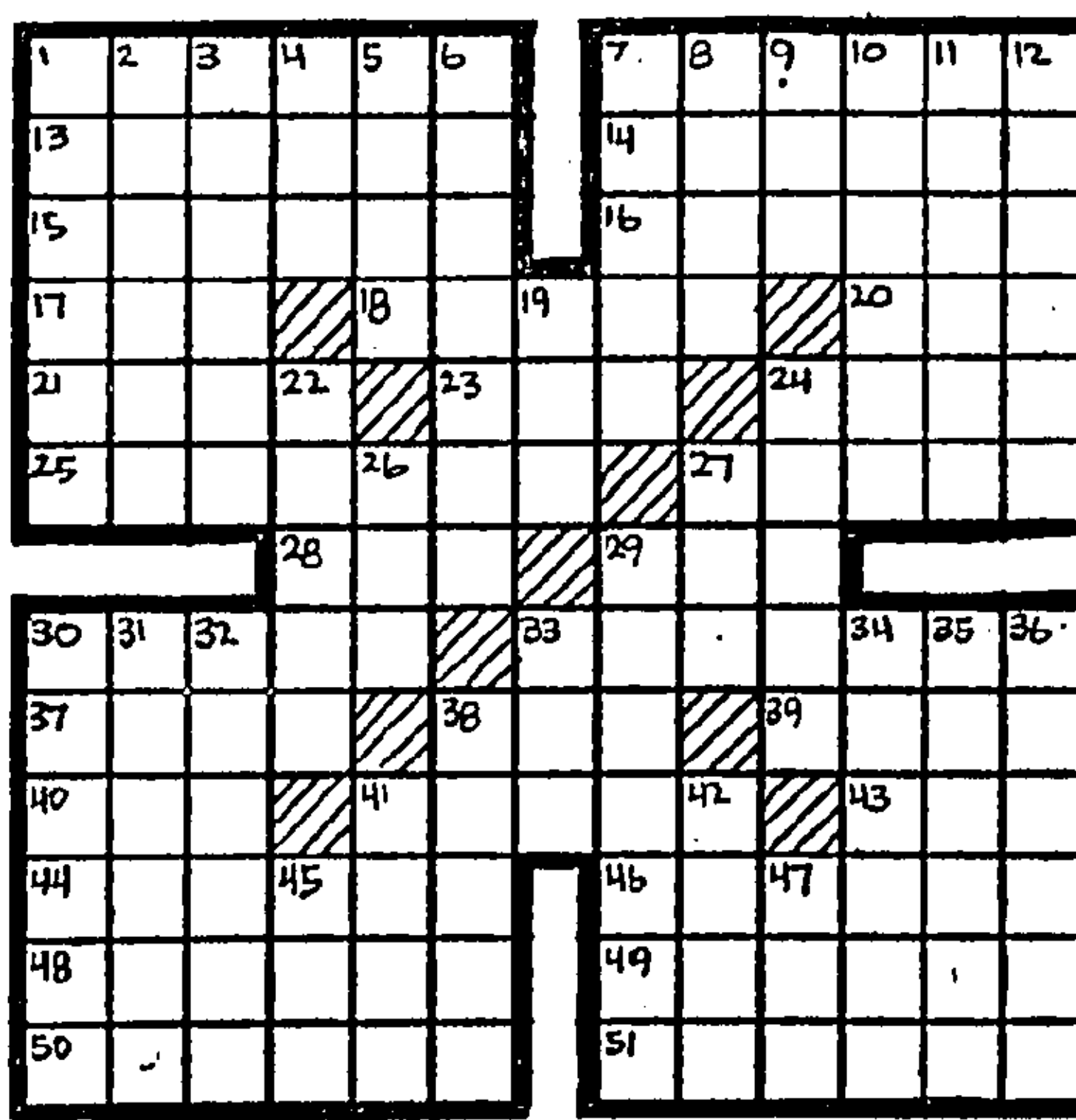
By LARS MORRIS

ACROSS

- 1—Oriental bow
- 2—Beach
- 3—Cave
- 4—Crest
- 5—Request
- 6—Armed fleet
- 7—Confederate general
- 8—French missionary to Canada
- 9—Client
- 10—La mistake
- 11—Manuscript lines of former length
- 12—Put on again in theater
- 13—Flowers
- 14—Is in debt
- 15—Fight
- 16—Metric measure
- 17—One that quits union
- 18—Blood
- 19—Bag
- 20—Eyes
- 21—Location
- 22—Animal's extremity
- 23—Dried food
- 24—Dedicate
- 25—Cylindrical
- 26—Crackles

DOWN

- 1—Thinner of seals
- 2—Electrical unit
- 3—Those with post-humous disease
- 4—Live
- 5—Weed used for bacteria culture
- 6—Sediment
- 7—Stagnant
- 8—Allowance for receipts
- 9—Eggs
- 10—Woodlands
- 11—Little knot
- 12—Various plays
- 13—Heard
- 14—Suburb
- 15—Cause to fear
- 16—Cause to fear
- 17—Kibed
- 18—Layers
- 19—Worker
- 20—A nation and its possessions
- 21—President
- 22—Removes from office
- 23—Click-bevies
- 24—Marries again
- 25—Parties to controversy
- 26—Slender spine
- 27—Withered
- 28—Writing instrument
- 29—Large container



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FOURTH WEEK IN SEPTEMBER

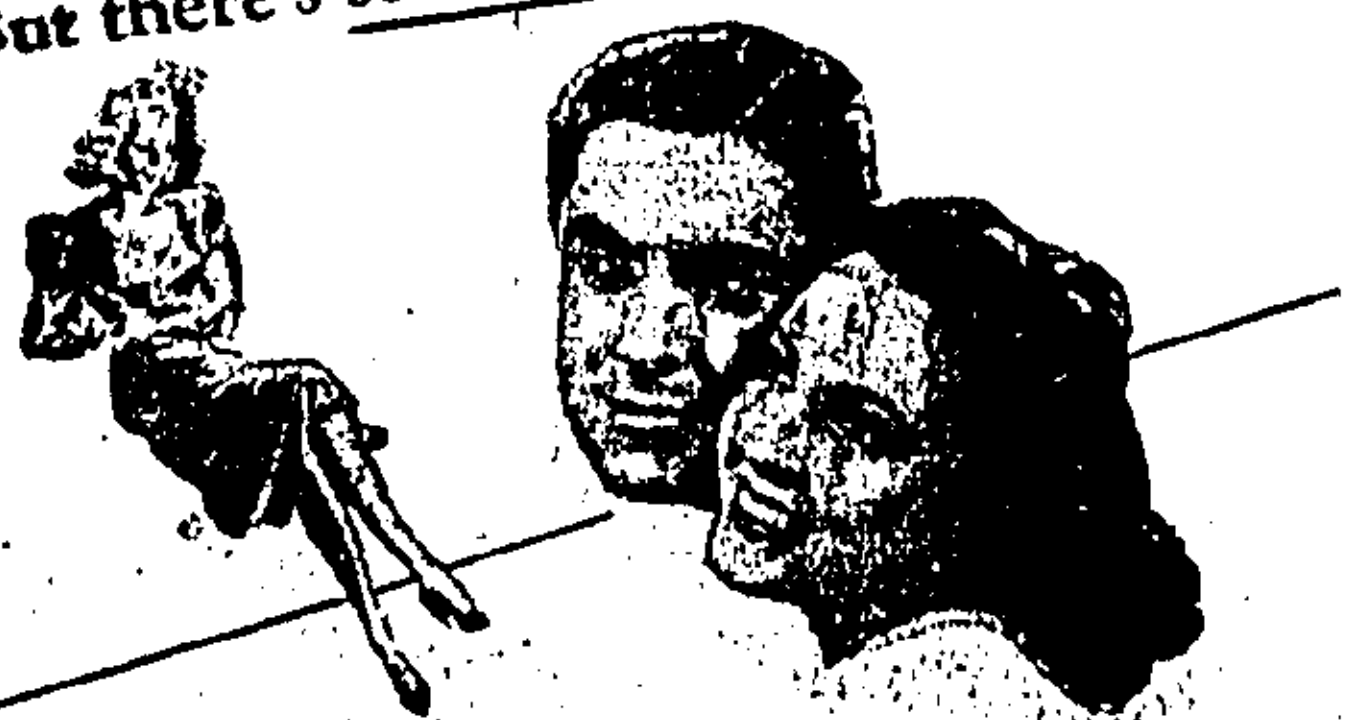
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NEW YORK via Panama.

* Sanuki Maru Tuesday, 8th Oct.

SOUTH AMERICA (West Coast) via Japan & San Francisco.

Helyo Maru Thursday, 16th Sept.

SYDNEY & MELBOURNE via Manila.

Atsuta Maru Wednesday, 2nd Oct.

BOMBAY via Singapore & Colombo.

Kasima Maru Saturday, 28th Sept.

* Tokiwa Maru Friday, 11th Oct.

RANGOON & CALCUTTA via Singapore.

* Tottori Maru Wednesday, 24th Sept.

* Tushima Maru Friday, 5th Oct.

Kobe & Yokohama.

Helyo Maru Thursday, 16th Sept.

Kitano Maru Thursday, 16th Sept.

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Directed by ANATOLE LITVAK
Presented by WARNER BROS.

LATEST NEWS JUST RECEIVED BY AIR FROM LONDON.

- SEE—Royal Investiture.
 - SEE—Light & Heavy Tanks In Action.
 - SEE—Indian Troops In Britain.
 - SEE—Great Britain's Giant Navy In Action.
 - SEE—Anzacs Arrive In British Ports.
 - SEE—The R.A.F. In Action. Actual Pictures Taken While In Aerial Combats, Etc. Etc.
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Communiques

ENEMY AIR ACTIVITY

Ministry's Report

Official communiques issued yesterday include the following by the Air Ministry and Ministry of Home Security.

Enemy air activity to-day was mainly confined to the south-eastern area. Formations of enemy aircraft crossed the coast of Kent on several occasions during the day and spread inland towards London and the Thames Estuary.

Few of them reached London and no bombs are reported to have been dropped in this area.

A number of bombs were dropped mainly near the Thames Estuary but damage appears to have been caused mainly to dwelling houses and the numbers of casualties reported are small, though including some persons fatally injured.

The enemy have been continuously attacked by our fighters and anti-aircraft guns throughout the day.

Preliminary reports show that 42 enemy aircraft have been destroyed in these engagements, one of them by anti-aircraft fire.

Nine of our fighters were lost but the pilots of five of them are safe.

CAIRO: Enemy Positions Bombed

During yesterday and last night, the enemy have been engaged in consolidating their positions in and around Sidi Barrani, where they have been heavily and successfully bombed. On other fronts there is nothing to report.

ITALY: Drive Into Egypt Continues

Fascist legions driving across Egypt left Sidi Barrani yesterday and have since been establishing new lines of supply further along the Egyptian coast.

The obstinate resistance by British troops supported by armoured cars was broken as Italian planes bombed and machine-gunned the British positions.

Five British planes were shot down.

CAIRO: Serious Losses Sustained By Italians

British bombers and advance tank and artillery units inflicted serious losses on two Italian columns advancing into Egypt.

BERLIN: Communique On Air Raids

Between Tuesday night and Wednesday morning, the German Air Force carried out retaliatory air attacks more fiercely than before.

They subjected to intensive bombardment the West India and Victoria docks in London Harbour, water works, stations, and other important military objectives, causing new fires in various parts of London. German aircraft also attacked Liverpool both in the daytime and in the night, scoring several hits on the aircraft factory in the city.

Glasgow in Scotland was also attacked by German aircraft on Tuesday night, while a 5,000-ton steamer was badly damaged off the northern coast of Ireland.

British aircraft on Tuesday night attacked northern and western Germany and caused some damage to residential quarters.

During Tuesday, nine British aircraft were shot down while four German planes were lost.

EUROPEAN COMMENDED

Arrested Wrist Watch Snatcher

Mr. T. Armstrong of the Public Works Department was commended by Mr. Q. A. Macdonald at Kowloon Magistrate's to-day for arresting a wrist-watch snatcher in Kowloon. The arrested man, Yuen Chung-leung, 21, admitted theft of a watch from Tong Wu-hing, a 23-year-old woman.

Sgt. Alexander said that yesterday morning, complainant was walking along Nathan Road when defendant went behind her, caught hold of her hand, and snatched away her watch. Defendant ran into a scavenging lane behind Nathan Road, and at this time, Mr. Armstrong was passing by in his car and was attracted by the alarm raised by the woman.

Mr. Armstrong drove his car to one end of the scavenging lane and on alighting from the vehicle he chased defendant and arrested him after a run of about 200 yards.

Defendant was sentenced to three months' hard labour, 10 strokes of the cane, and ordered to be placed under Police supervision for two years.

Woman's Ear Torn

With one ear torn and bleeding, a woman walked into the Yau-mat Police Station yesterday to lodge a complaint against a man who had snatched her gold earring.

Chung Siu-ching, 17, was charged before Mr. E. Himsforth and he admitted snatching an ear-ring from the woman, Lam Ping-yung.

Sub-Inspector T. Whelan said that Lam was walking in Shanghai Street when defendant approached her and snatched her ear-rings. He got away with one, but the other remained hanging on Lam's ear. Defendant was chased and arrested.

Sub-Inspector Whelan said that one of Lam's ears was torn and bleeding.

Defendant, who had two previous convictions, was sentenced to six months' hard labour and ordered to be given 10 strokes of the cane.

LONDON'S WEST END BLASTED

Casualties May Be High

London, Sept. 18.

German aircraft, in almost continuous raids, rising steadily in ferocity, blasted London's West End last night and wrecked one of the world's largest department stores. One bomb struck a subway station in which pedestrians were taking refuge. It was officially stated that the night's casualties might be the heaviest of recent nights.

The raid of 9 hours 53 minutes from dark to dawn, the longest of the war, ended at 5.59 a.m. Only an hour and 16 minutes later, as millions were going to work after, for many, an almost sleepless night, the sirens shrieked again at 7.15 a.m., but the all-clear signal was sounded at 7.30 a.m., indicating that a few raiders had repeated the trick of lurking near London.

As if enraged because the gale had scattered the fleet of boats concentrated for weeks along the Channel for an invasion attempt, the Nazi planes blasted London mercilessly. Bombs were dropped in many different areas in and around the capital, but chiefly fell in the fashionable shopping and residential areas in the West End.

For some hours the raid was far less intense than on the previous three days, but after 2 a.m. the German attack became ferocious, quickly gaining a true blitzkrieg pitch. Bombs of all sorts were rained down on areas in Central London and in many places in the outskirts. Casualty reports began coming in from various districts and numerous small fires were reported.

Then crash after crash shook London as relays of planes, flying at racing speed through the shattering barrage, showered whistling and high explosive bombs, scintillating at random. —United Press.

BRITAIN'S PROPAGANDA

Attempts To Make It More Effective

LONDON, Sept. 18 (Reuters).—In the House of Lords to-day, Lord Caldecote, the Dominions Secretary, replied for the Government in a debate on British propaganda. The Government were asked what steps they had taken to secure adequate presentation of the British and Allied case at home and abroad. Lord Caldecote said it had to be realised that from the point of view of the apparatus available for presentation of the national case, Germany had an advantage, which of course, she did not deserve.

She had appropriated, largely in the middle and great continental area, practically all broadcasting stations.

"We are confined at present to stations which operate mainly from Great Britain and their effectiveness is dispersed over a great area of ocean instead of land."

"The Government have no intention of staying under that disadvantage and steps are being taken actively to overtake the superiority which at present is possessed by Germany."

The BBC Service

"The BBC has its all-world service which operates for 20 hours out of 24. In addition to two European services, it has special areas of services, which are used for reaching the Near East Greek, Arabic and Turkish speaking people, in South Africa, the Afrikaans-speaking population, and for reaching Latin America."

"There are 72 news bulletins in 29 languages and they are translated into appropriate languages by nationals of the countries which receive the broadcast."

Lord Caldecote said he sometimes shared the feeling that they were not naturally so adept at propaganda as so successful at it as some other nations. "This might be due to the fact that they were determined to adhere most strictly to the truth than the propagandists of other countries."

"Truth is great and will prevail, but sometimes there is a time lag which makes us impatient. If we persist with facts, we are certain to succeed in the end better than if we resort to lies and prevarications."

LATE NEWS

AFTER WAR IS OVER

Japanese Prediction

SPECIAL TO THE "TELEGRAPH"
TOKYO, Sept. 19 (Domei).—The prediction that the world would be divided into four hegemonies after the European War was made this morning by the "Kokumin Shimbun," the Japanese Army organ.

The European sphere, says the paper, will become a hegemony under Germany. The Soviet and the United States will maintain control of their spheres and Japan will be the centre of "the great East Asiatic sphere."

The paper urges the Japanese Government and people to get on with the "construction of the great East Asiatic sphere of common prosperity, including the South Seas regions (Netherlands East Indies, etc.), without paying attention to obstruction or intervention from Britain or the United States."

"Japan must be compelled to prepare against the worst eventuality," the Army organ says, referring to British and American opposition to Japan's plans for French Indo-China.

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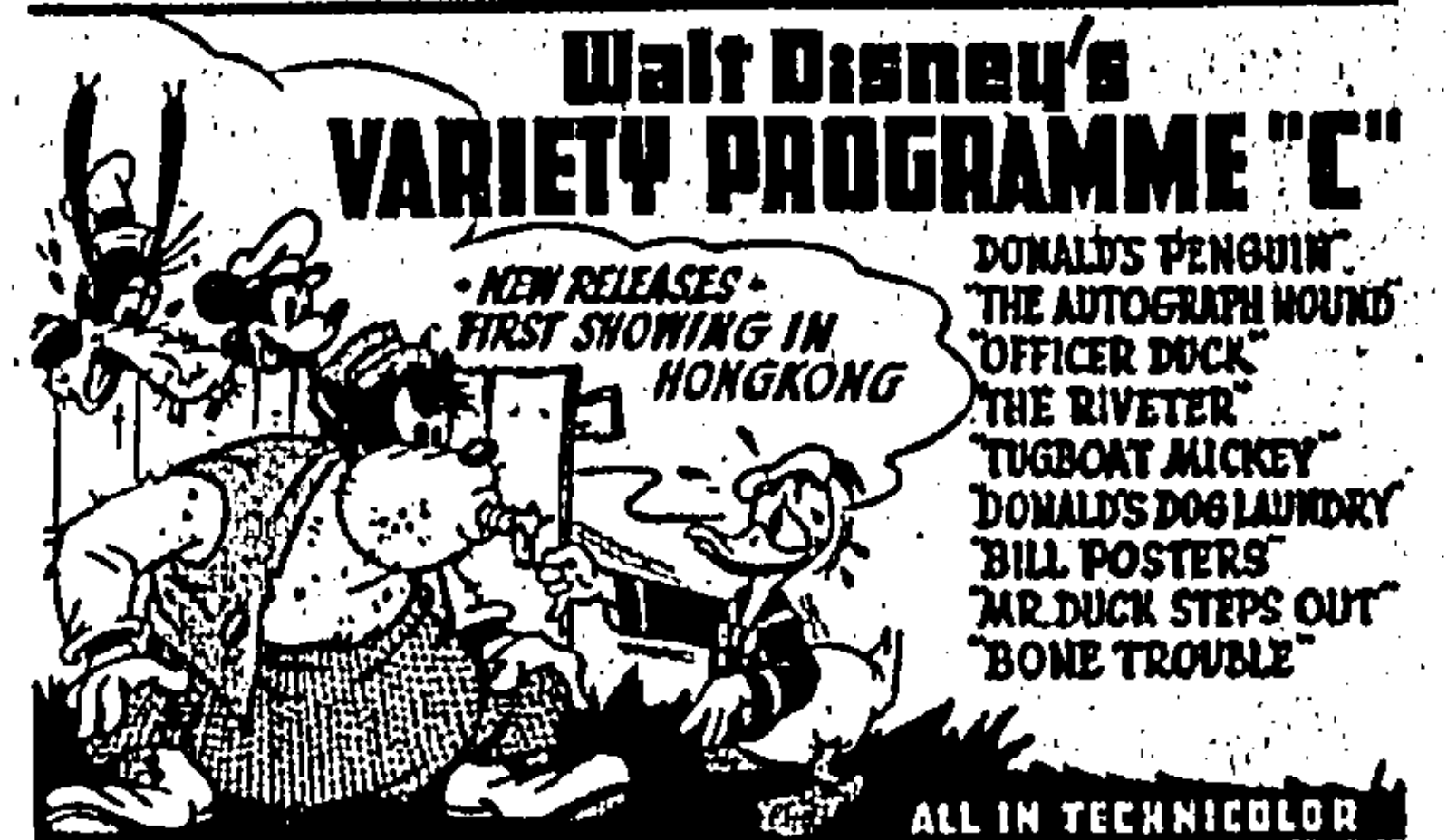
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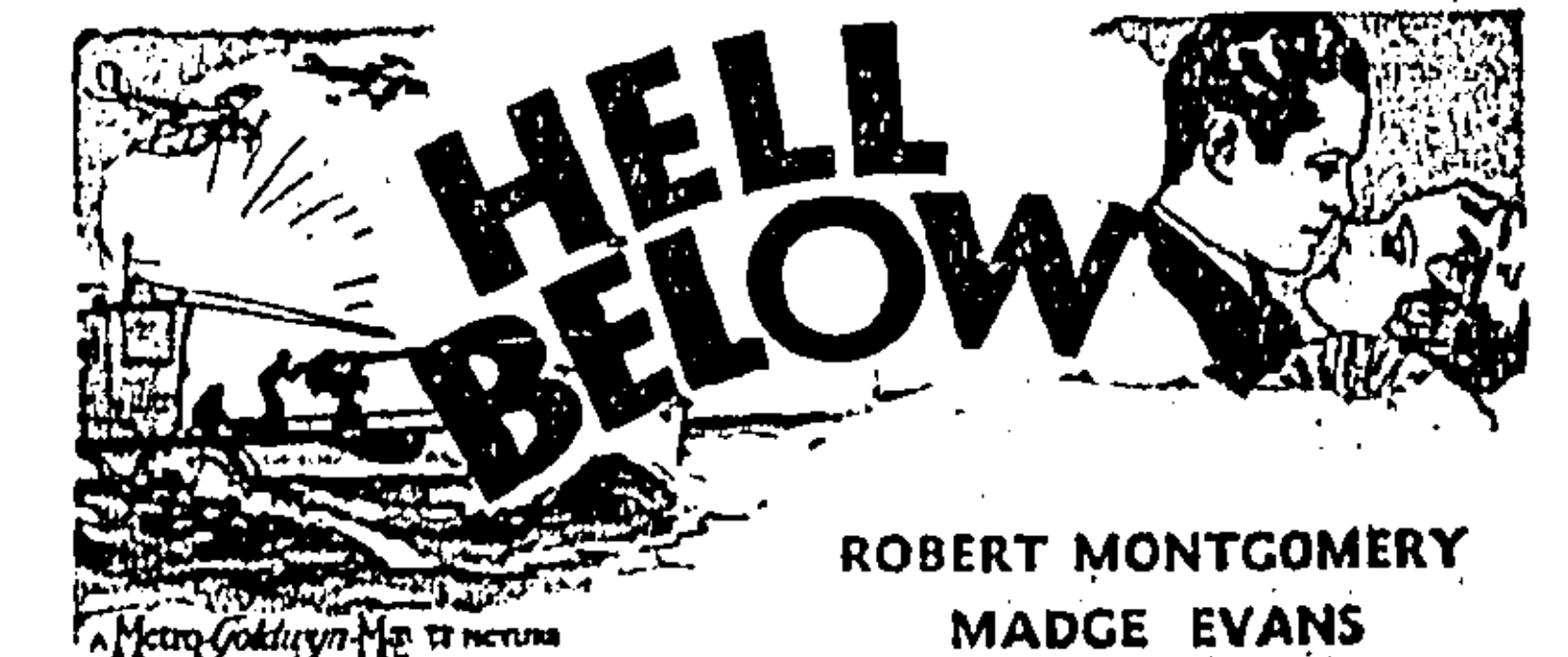
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